



NIWA APARTMENTS

513 1ST AVE N., SEATTLE WA 98109

EARLY DESIGN GUIDANCE: DPD Project #3029562

FEBRUARY 07, 2018 (8:00 PM)

TABLE OF CONTENTS

1 PROJECT BACKGROUND

2 DEVELOPMENT OBJECTIVES

SURVEY
EXISTING SITE

6 SITE ANALYSIS

SURROUNDING SITE CONTEXT INFORMATION
STREET ELEVATIONS
DEVELOPMENT DESIGN CONTEXT: EXISTING | PROPOSED BUILDINGS
CHARACTER OF HEART OF UPTOWN
PROJECT LOCATION KEY
ENVIRONMENTAL SITE ANALYSIS

15 ZONING DATA

UPTOWN REZONE

18 SEATTLE DESIGN GUIDELINES (SDG) AND UPTOWN DESIGN GUIDELINES (UDG)

RESPONSES TO DESIGN GUIDELINES

22 MATERIALS SELECTION

23 MID-BLOCK CONNECTORS

24 TEAM WORK EXPERIENCE

24 GENERAL OPTIONS SUMMARY

28 DESIGN PROPOSAL

OPTION 1 - CENTRAL COURTYARD

34 DESIGN PROPOSAL

OPTION 2 - NORTH-SOUTH COURTYARD

40 DESIGN PROPOSAL

OPTION 3 - MID BLOCK CONNECTION - PREFERRED OPTION

46 ARCHITECTURAL MASSING CONCEPT

47 DESIGN PROPOSAL DEVELOPMENT

BUILDING DATA
FLOOR PLANS
LANDSCAPE CONCEPT PLAN
BUILDING SECTIONS

55 CONCEPT SKETCH

PROJECT TEAM

Owner/Developer: **Vibrant Cities**

Architect: **Jackson | Main Architecture**

Landscape Architect: **Ken Large Landscape Architect, INC**

Page left intentionally blank

PROJECT BACKGROUND



PROJECT SITE: 513 1ST AVE N

PROJECT DESCRIPTION:

The applicant proposes to build an 8-story mixed use, midrise structure containing 134 residential units with ground level commercial, and parking for approximately 31 vehicles will be provided below grade and accessed from the alley. The building will be 5 levels of Type IIIA over 3 levels of Type IA construction, plus a single story basement, for a total building area of approximately 100,000 GSF. The existing structure to be would be demolished. No departures are currently proposed.

Number of residential units: 134 Units

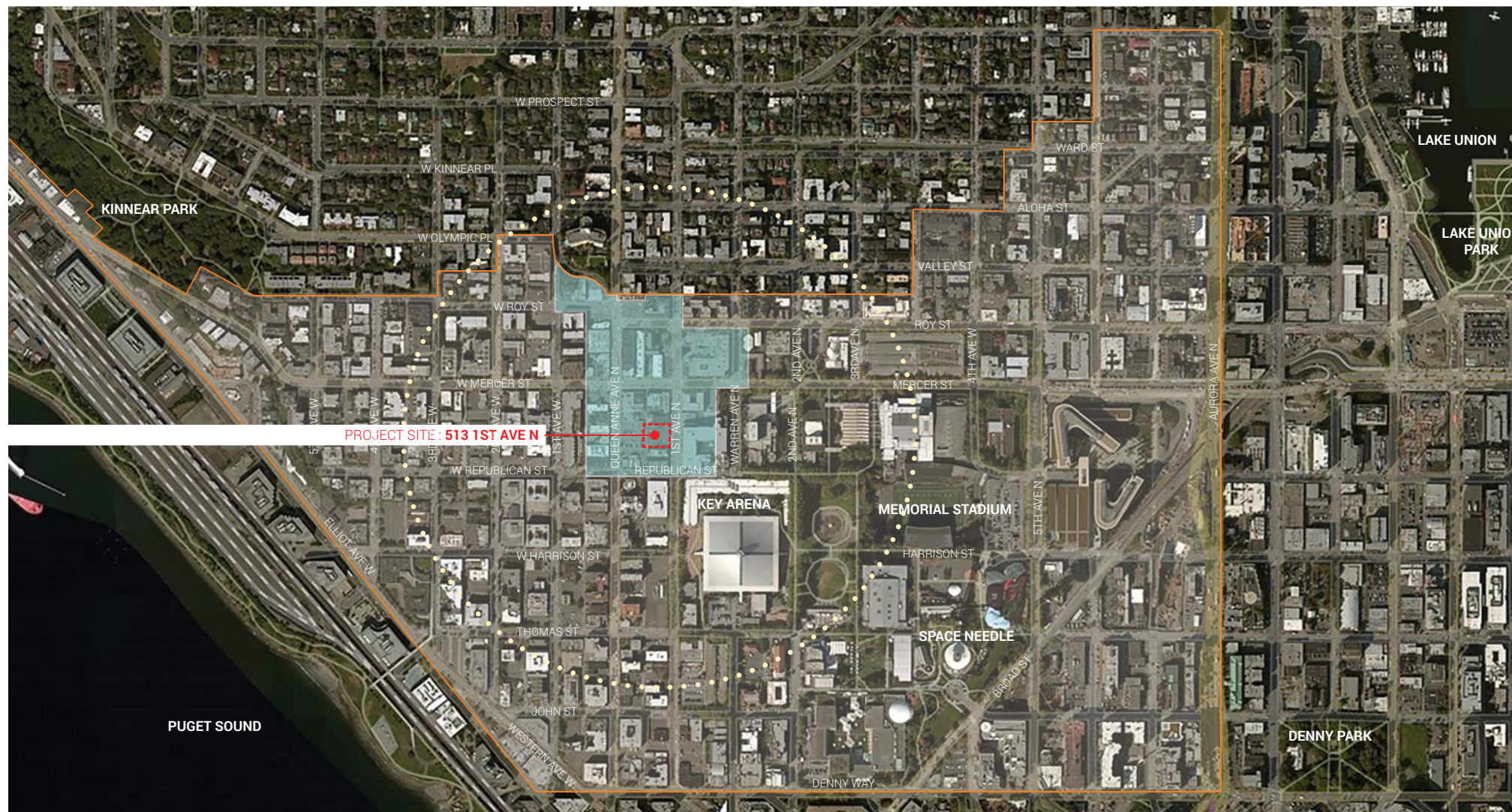
Number of parking stalls: 31 Parking Stalls

PROJECT TEAM

Applicant: VIBRANT CITIES
505 Maynard Ave S Suite 251
Seattle, WA 98104

Architect: JACKSON MAIN ARCHITECTURE
311 1st Ave S
Seattle, WA 98104

Landscape Architect: KEN LARGE LANDSCAPE ARCHITECT, INC
21803 NE 17th Ct
Sammamish, WA 98074



PROJECT SITE: 513 1ST AVE N

●●●●● 5-Min Walking Radius

Uptown Urban Village

Project Site

Pedestrian Overlay

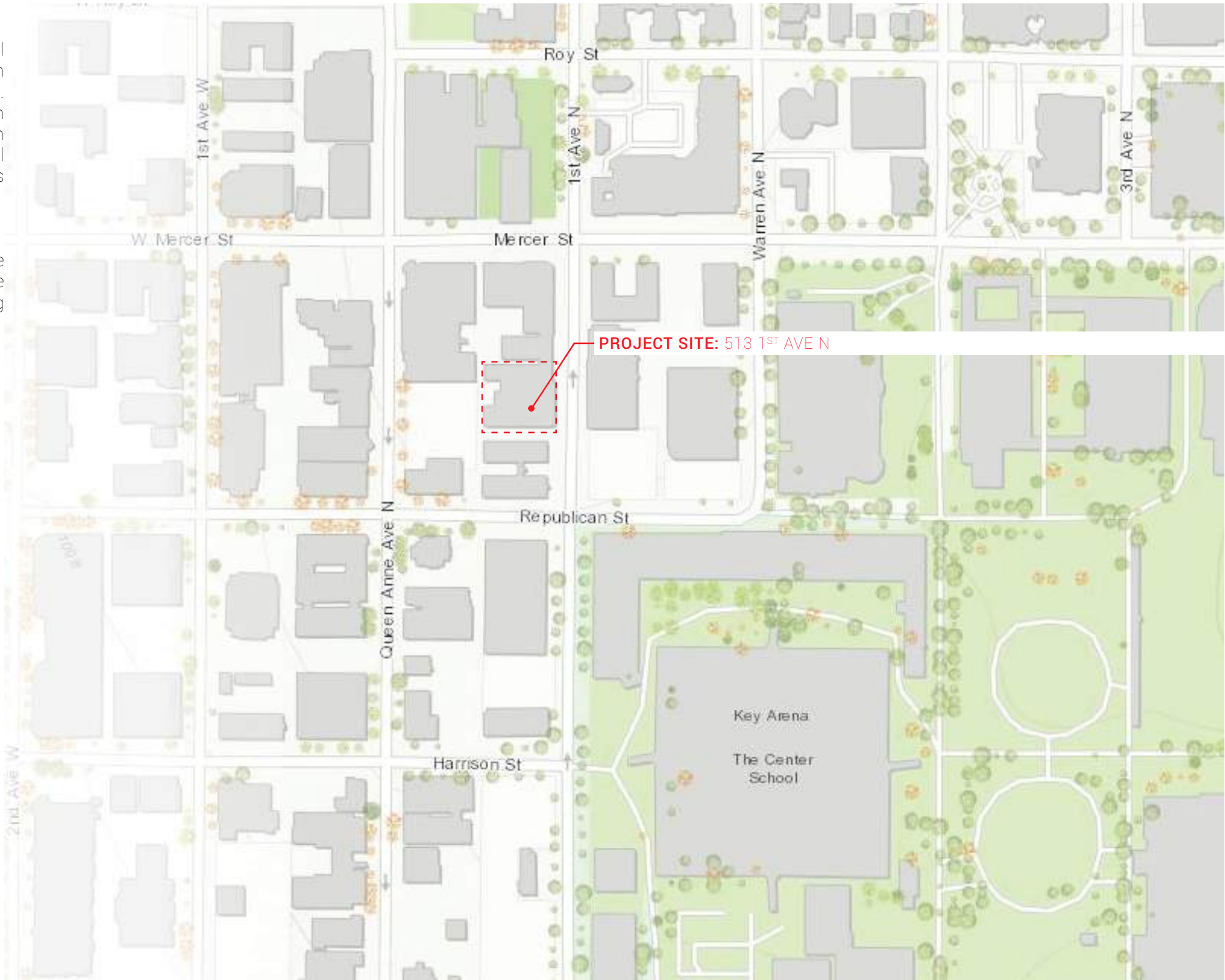


DEVELOPMENT OBJECTIVES

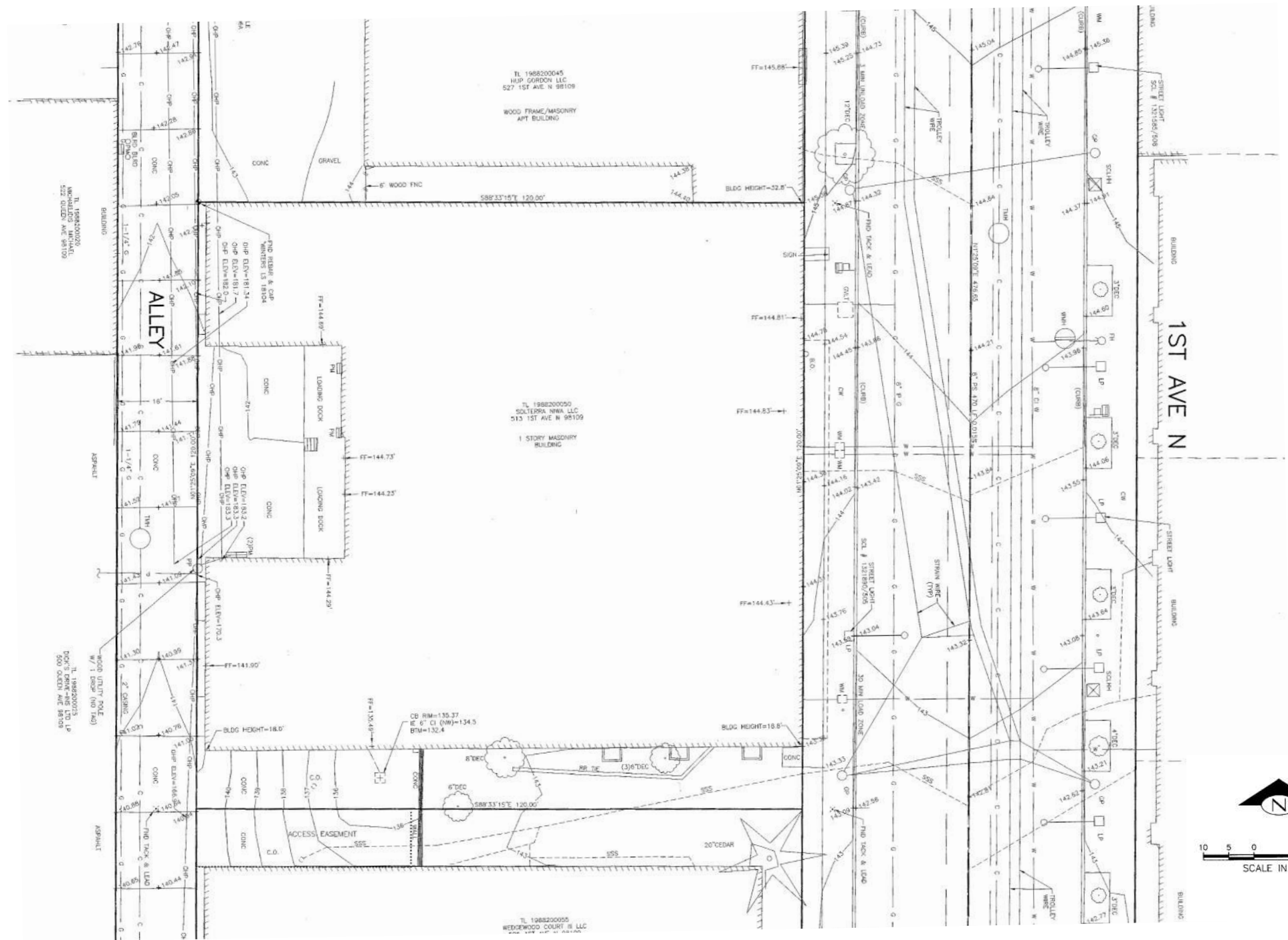
PROJECT GOALS:

The applicant's objectives are to build a mixed use, ground floor retail building that will provide walkable, transit oriented housing, for Uptown residents that fits within the neighborhood's current and future context. Located in the Heart of Uptown, the intent is to design a vibrant pedestrian environment with landscaping and well organized commercial entries. An important pedestrian connector from the commercial zone to the residential zone, the proposed site is to unify the residential and non-residential uses around all facades of the building.

Located within a rich variety of urban experiences, the focus is to provide a simplified approach to modulation with subtle distinctions between the commercial level to the residential level above while respecting and taking design inspiration from the surrounding architecture of the neighborhood.



SITE ANALYSIS SURVEY



LEGEND

GAS VALVE		WATER VALVE	
GAS METER		WATER GATE VALVE CHAMBER	
SEWER MANHOLE		FIRE HYDRANT	
CLEANOUT		WATER METER	
STORM DRAIN MANHOLE		WMH	
CATCH BASIN		HOSE BIB	
PRIVATE CATCH BASIN		IRRIGATION VALVE	
SAND BOX		EMH	
STORM DRAINAGE INLET		EHH	
ROOF DRAIN		ELECTRIC JUNCTION BOX	
TELEPHONE MANHOLE		PP	
TELEPHONE POLE		GUY ANCHOR	
BOLLARD		GUY POLE	
SIGN		POWER WITH LIGHT	
MAILBOX		LIGHT POLE	
CONIFEROUS TREE		AREA LIGHT	
DECIDUOUS TREE		PARKING PAY STATION	
		POWER METER	

PSD		CENTER LINES	
PS		RIGHT-OF-WAY LINES	
SSS		PROPERTY LINES	
PSD		PLATTED LOT LINES	
		VACATED LOT LINES	
		UNDERGROUND WATER LINES	
		UNDERGROUND STORM DRAINAGE LINES	
		UNDERGROUND SANITARY SEWER LINES	
		COMBINED SANITARY & STORM LINES	
		SANITARY SEWER SERVICE LINES	
		STORM DRAINAGE SERVICE LINES	
		OVERHEAD POWER LINES	
		OVERHEAD COMMUNICATIONS LINES	
		UNDERGROUND COMMUNICATIONS	
		BUILDING LINES	
		BUILDING OVERHANG LINES	
		ROCKERY	
		CHAIN-LINK FENCE LINES	
		WOOD FENCE LINES	

SITE ANALYSIS

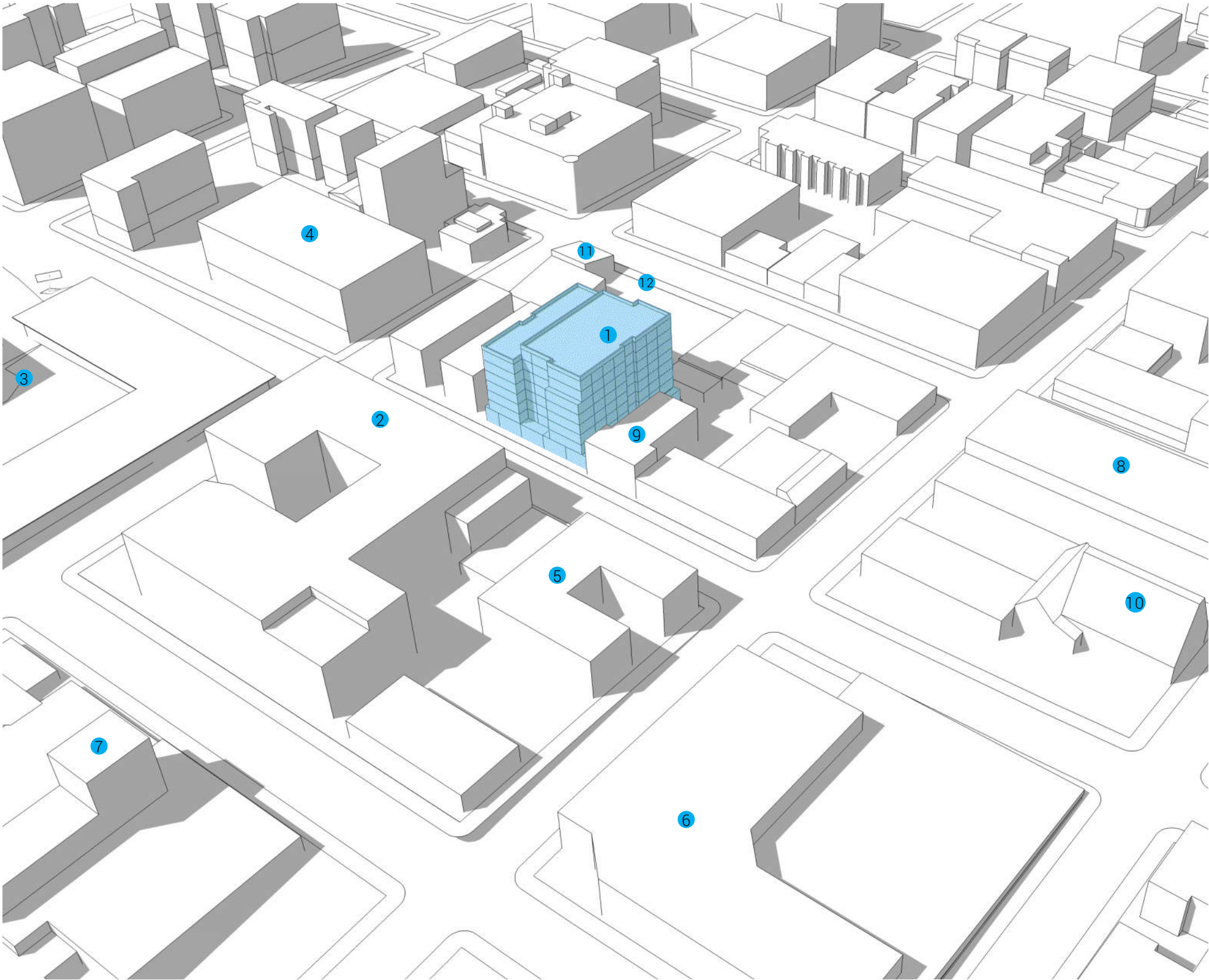
EXISTING SITE CONTEXT

- 1 PROJECT SITE: 513 1ST AVE N
- 2 EXPO APARTMENT
- 3 KEY ARENA & ART PAVILION
- 4 UPTOWN OFFICES
- 5 MERCER APARTMENTS
- 6 MARKETPLACE @ QUEEN ANNE CONDOMINIUM
- 7 BAGLEY WRIGHT THEATER
- 8 MARQUEEN HOTEL
- 9 GORDON APARTMENT
- 10 ST. PAUL'S EPISCOPAL CHURCH
- 11 DICK'S DRIVE-IN
- 12 DICK'S DRIVE-IN SURFACE PARKING LOT

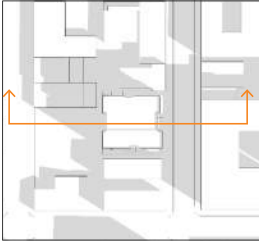
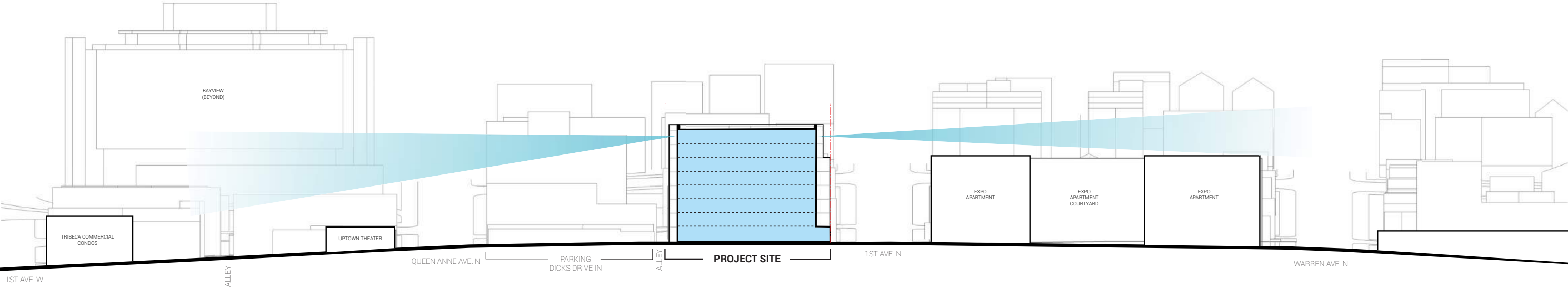
EXISTING BUILDING: **RETAIL STORE (LIQUOR & WINE)**
(to be demolished)



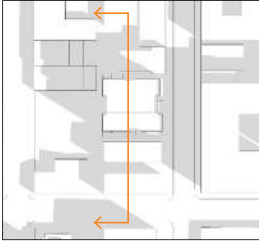
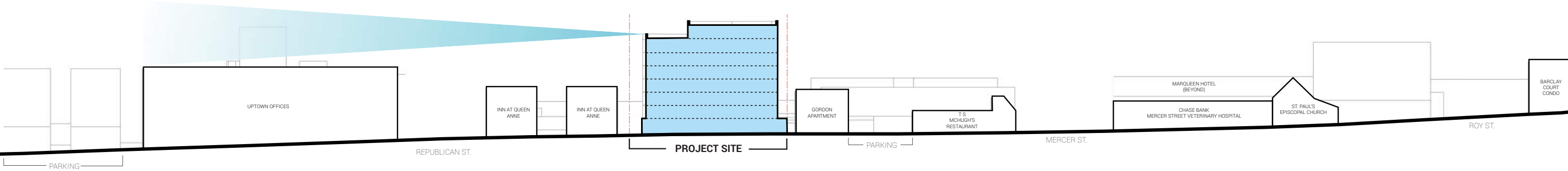
1st Avenue Streetview, GoogleMaps



DESIGN PROPOSAL DEVELOPMENT
SITE SECTION: OPTION 3 - PREFERRED OPTION - SOUTH ROOF DECK



EAST - WEST SITE SECTION
(N.T.S.)



NORTH - SOUTH SITE SECTION
(N.T.S.)

SURROUNDING SITES CONTEXT INFORMATION

ADDRESS: 513 1ST AVENUE NORTH

PARCEL #: 198820050

EXISTING BUILDING: Retail Store – Liquor & Wine

LOT AREA: 14,400 sq. ft. (0.331 Acres)

LOCATION

The site is located midblock on 1st Ave N, between Mercer St. and Republican St. and is less than one block northwest of the Seattle Center. 1st Ave N is identified as a Main Street Commercial Corridor in the Uptown Design Guidelines, characterized by a mix of small shops and a pedestrian oriented streetscape.

The project site is flanked by traditional 1920's/30's era brick structures, the Inn at Queen Anne to the south and the Gordon Apartments to the North. West of the site is a surface parking lot and one story brick retail structure, separated by an alley that abuts the project site.

ACCESS OPPORTUNITIES

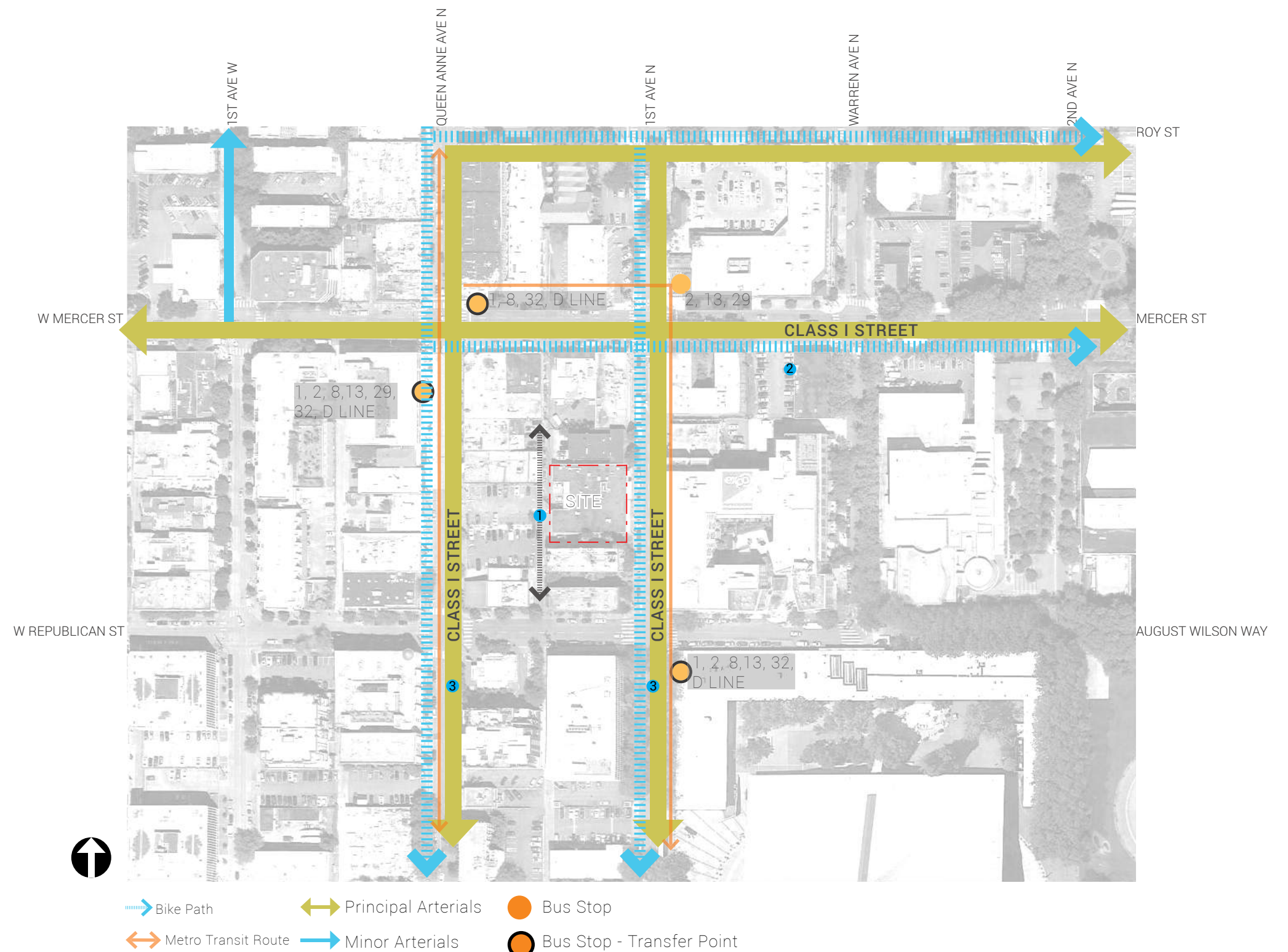
The site is located in Uptown neighborhood in Seattle and a Walker's Paradise so daily errands do not require a car. Transit access is very good on nearby streets, 5 Metro Routes and the RapidRide D Line run past the site. Car sharing is available from Zipcar and RelayRides which means transit is convenient for most trips. The site is moderately sloped and some bike infrastructure is provided.

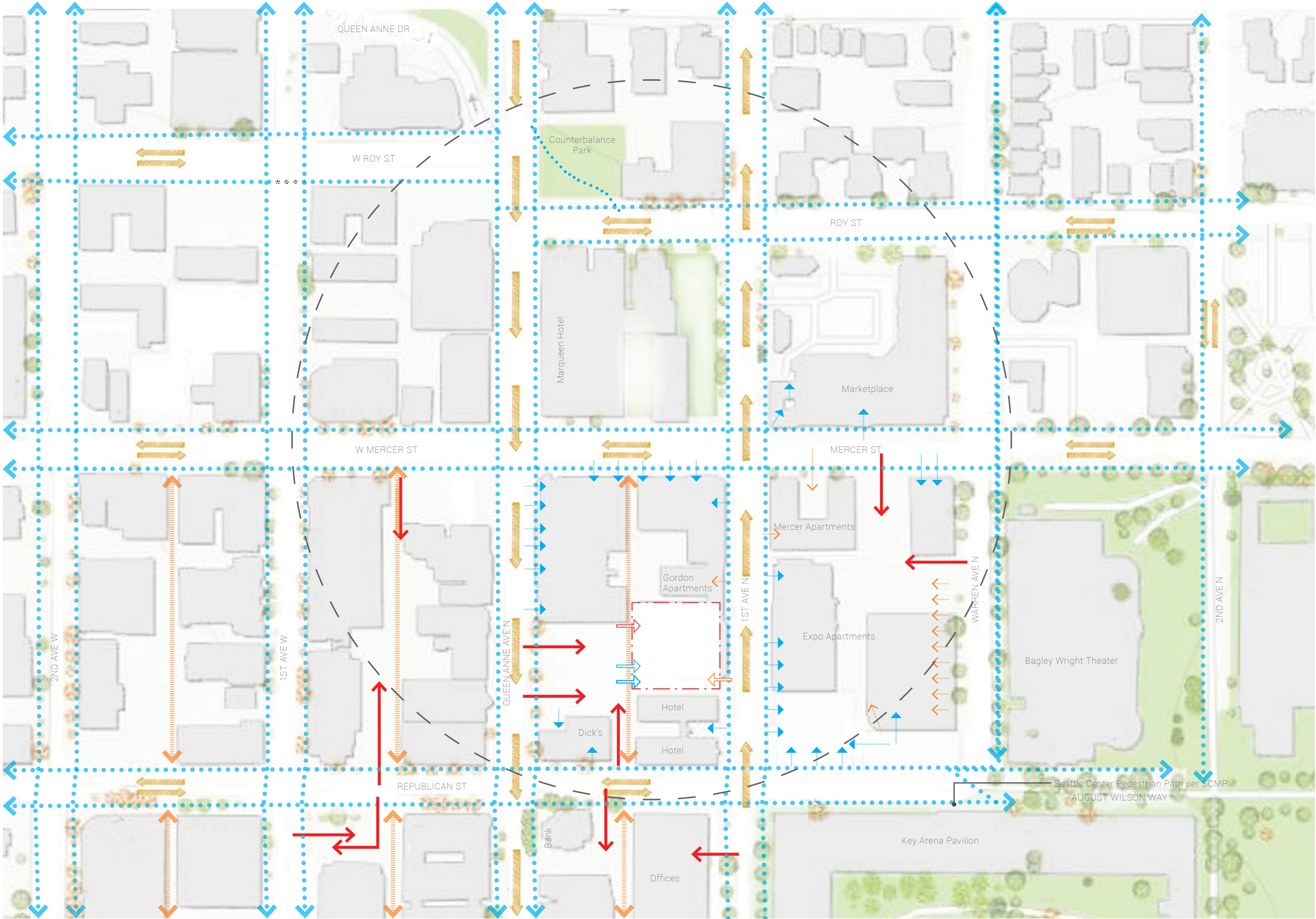
LEGAL DESCRIPTION

The north 120 feet of the south 230 feet of the east 120 feet of block 24 of D.T. Denny's Home Addition to the city of Seattle, according to the plat thereof recorded in volume 3 of plats, page 115, records of King County, WA.

Together with an easement for ingress and egress over the north 11.43 feet of the south 110 feet of the west 42.5 feet of the east 120 feet of said Block 24.

- ① Opportunity to activate the underutilized alley and open up the project to the west to offer space to arts community.
- ② Potential light rail entrance in 2035.
- ③ Long range include “uncoupling” 1st Ave N. and Queen Anne Ave N. First Ave. will become a general purpose street and Queen Anne Ave. N will be the transit street.





Entries

Retail Entries:

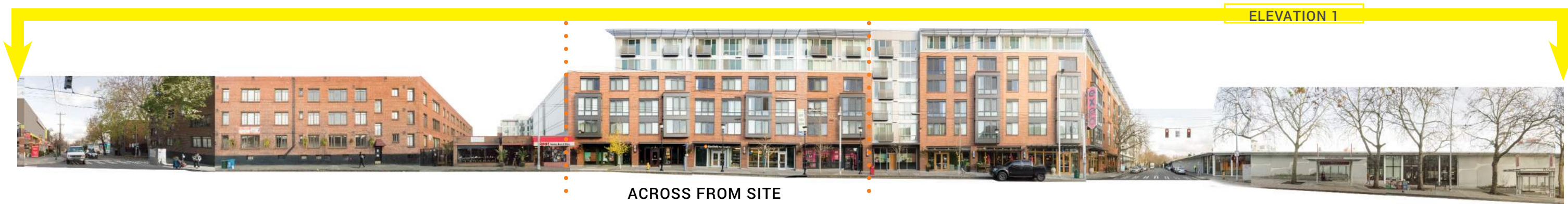
Heart of Uptown areas are encouraged to provide pedestrian friendly environment and streetscapes that promote human interaction on the ground level. 1st Avenue N is identified as a Main Street Commercial Corridor in the Uptown Design Guidelines, characterized by a mix of small shops and a pedestrian oriented streetscape.

Vehicular and Residential Entries:

Throughout Uptown providing opportunities for interaction among residents and neighbors is important. Residential and vehicular entries shall also be designed to offer privacy and emphasize personal safety and security for the building occupants.

- Project Site
- Vehicle Route
- Pedestrian Route
- Alley
- Parking Entry
- Commercial/Dining Entry
- Residential Entry
- Preferred Location for Vehicular Entry
- Preferred Location for Commercial Zone/Dining
- Preferred Location for Residential Entry
- Heart of Uptown

URBAN DESIGN ANALYSIS
STREET ELEVATIONS





URBAN DESIGN ANALYSIS

DEVELOPMENT DESIGN CONTEXT: EXISTING | PROPOSED BUILDINGS



PROJECT LOCATION KEY



1 11 W MERCER ST / SDCI #3014863
“BOX WITH PUNCHED OPENINGS”
PROGRAM: MIXED USE / 42, 961 SF / 31 PARKING STALLS



2 100 REPUBLICAN ST / SDCI #3005778
“BOX WITH PUNCHED OPENINGS” + “BLOCK AND BAYS”
PROGRAM: MIXED USE / 42, 961 SF / 31 PARKING STALLS



3 505 1ST AVE
“BOX WITH PUNCHED OPENINGS”
PROGRAM: HOTEL / MOTEL



4 600 QUEEN ANNE AVE
“BOX WITH PUNCHED OPENINGS”
PROGRAM: HOTEL / RETAIL



4 306 QUEEN ANNE AVE / SDCI #3013058
"ALTERNATE WITH PUNCHED OPENINGS"
PROGRAM: APARTMENT / 50 UNITS / 3 LIVE-WORK / 11 PARKING STALLS



5 215 1ST AVE N / SDCI #3021477
"BOX WITH PUNCHED OPENINGS" + "BLOCK AND BAYS"
PROGRAM: MIXED USE / 71 UNITS / 2 LIVE-WORK



6 320 QUEEN ANNE AVE N / SDCI #3024089
"BLOCK AND BAYS"
PROGRAM: MIXED USE / 56 UNITS / 3 LIVE-WORK / 4 PARKING STALLS

NEIGHBORHOOD DEVELOPMENT

The Uptown Neighborhood features numerous architectural styles and a mix of older brick buildings with the new and proposed contemporary building materials.

Some of the new proposed apartment and mixed-use buildings within the neighborhood take cues from the 1960s mid-century design.

Currently undergoing a wave of new development, properties within the Uptown neighborhood range between 2-6 stories from apartment to mixed use, and small commercial buildings.

The surrounding architectural design developments are comprised of three aesthetic cues:

BOX WITH PUNCHED OPENINGS
BLOCKS AND BAYS
ALTERNATE

Based on the gathered surrounding context, generally the older brick buildings adopted the box with punched windows aesthetic while the newer developments have the block and bays configuration or an alternate aesthetic.

Materials. The committee prefers that the design focus on quality detailing more than specific materials. Texture at the ground plan is important, as is the creative use of modern materials. This building will set a precedent for new development in the neighborhood and it should "fit" well within the neighborhood.



7 300 1ST AVE W / SDCI #3017667, 3018170
"BOX PUNCHED OPENINGS"
PROGRAM: MIXED USE / 168 UNITS / 14 LIVE-WORK / 142 PARKING STALLS



8 100 DENNY WAY / SDCI #3020197
"ALTERNATE WITH BLOCKS AND BAYS"
PROGRAM: MIXED USE / 164 UNITS / 8 LIVE-WORK / 124 PARKING STALLS



9 203 WEST REPUBLICAN ST / SDCI #3020961
"ALTERNATE + WITH PUNCHED OPENINGS"
PROGRAM: MIXED USE / 128 UNITS / 52 PARKING STALLS

URBAN DESIGN ANALYSIS

CHARACTER OF HEART OF UPTOWN



PROJECT LOCATION KEY

NEIGHBORHOOD DEVELOPMENT

Uptown Neighborhood features numerous architectural styles and a mix of older brick buildings with the new and proposed contemporary building materials.

Currently undergoing a wave of new development, properties within the Uptown neighborhood range between 2-6 stories from apartment to mixed use, and small commercial buildings.

Uptown Park Character Area

Uptown Urban Character Area

Heart of Uptown Character Area

Civic / Institutional

Neighborhood Gateway Location

Boundary: Uptown Design Guidelines

Main Street Commercial Corridor

Large Scale Commercial Corridor

Pedestrian Corridor

Source:
Uptown Design Guidelines,
Revised 2013, Adopted 2009
City of Seattle, dpd



1 COUNTERBALANCE PARK, 700 QUEEN ANNE AVE N
A vibrant landscape of different colors



2 119 W ROY ST
Common classic detailing around entrance



3 600 QUEEN ANNE AVE N
Some new proposed mixed-used buildings take cues from the 1960s mid-century design



4 531 QUEEN ANNE AVE N



5 432 QUEEN ANNE AVE N

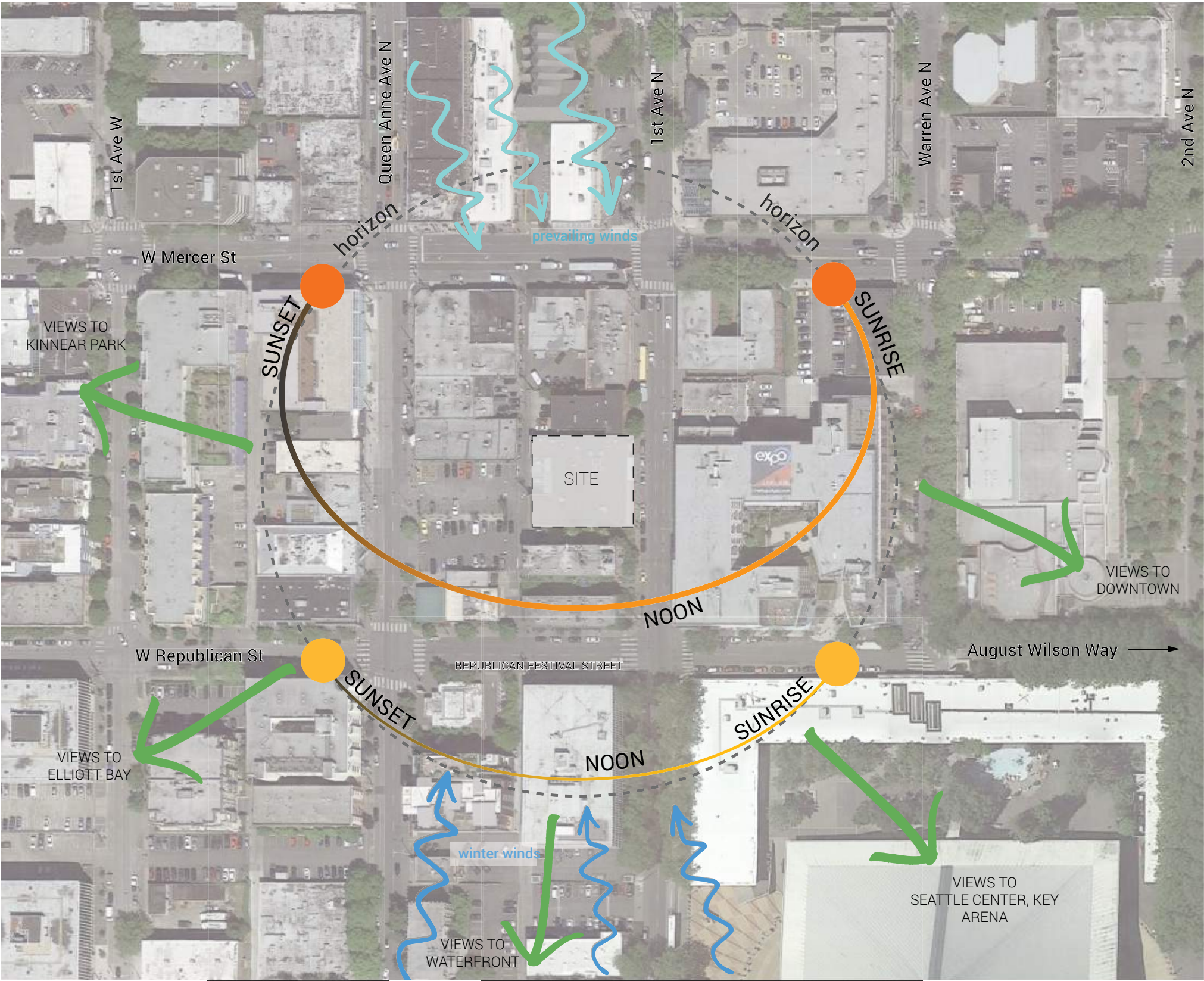


6 528 QUEEN ANNE AVE N

Outdoor open space, a variety of materials, and a mix of older buildings with the new contemporary styles to enhance a continuous flow of pedestrian traffic.

URBAN DESIGN ANALYSIS
ENVIRONMENTAL SITE ANALYSIS

SUMMER SOLSTICE: JUNE 21
SUNRISE: 5:12 AM
SUNSET: 9:12 PM
WINTER SOLSTICE: DEC. 20
SUNRISE: 7:55 AM
SUNSET: 4:21 PM



Seattle Center + Key Arena
Aerial View



Waterfront + Olympic Sculpture Park
Aerial View



Seattle Downtown + Elliott Bay + Waterfront
Aerial View



Key Arena + Space Needle
Roof Deck View



Kinnear Park
Aerial View



URBAN DESIGN ANALYSIS

SURROUNDING USES

The nearby parks include: Counterbalance Park, Kinnear Place Park and South Fountain Lawn.

The site is located in the heart of the Uptown Neighborhood, an area defined by smaller retail establishments and restaurants as well as some 1920s and 1930s era brick apartment structures, and larger scaled contemporary mixed-use development like the Expo (located across the street from the site). This area is considered the vibrant core to the Uptown Neighborhood and is an active node with a focus on pedestrians and transit riders.

- Community Facilities

Entertainment

Dining

Hotel

Park

Mixed Use

Multi-Family/Apartment

Single-Family

Office

Medical

Religious

Retail

Service

Proposed Projects

Project Site

Bar & Restaurant

Art Gallery

Market

Bank

Surface Parking





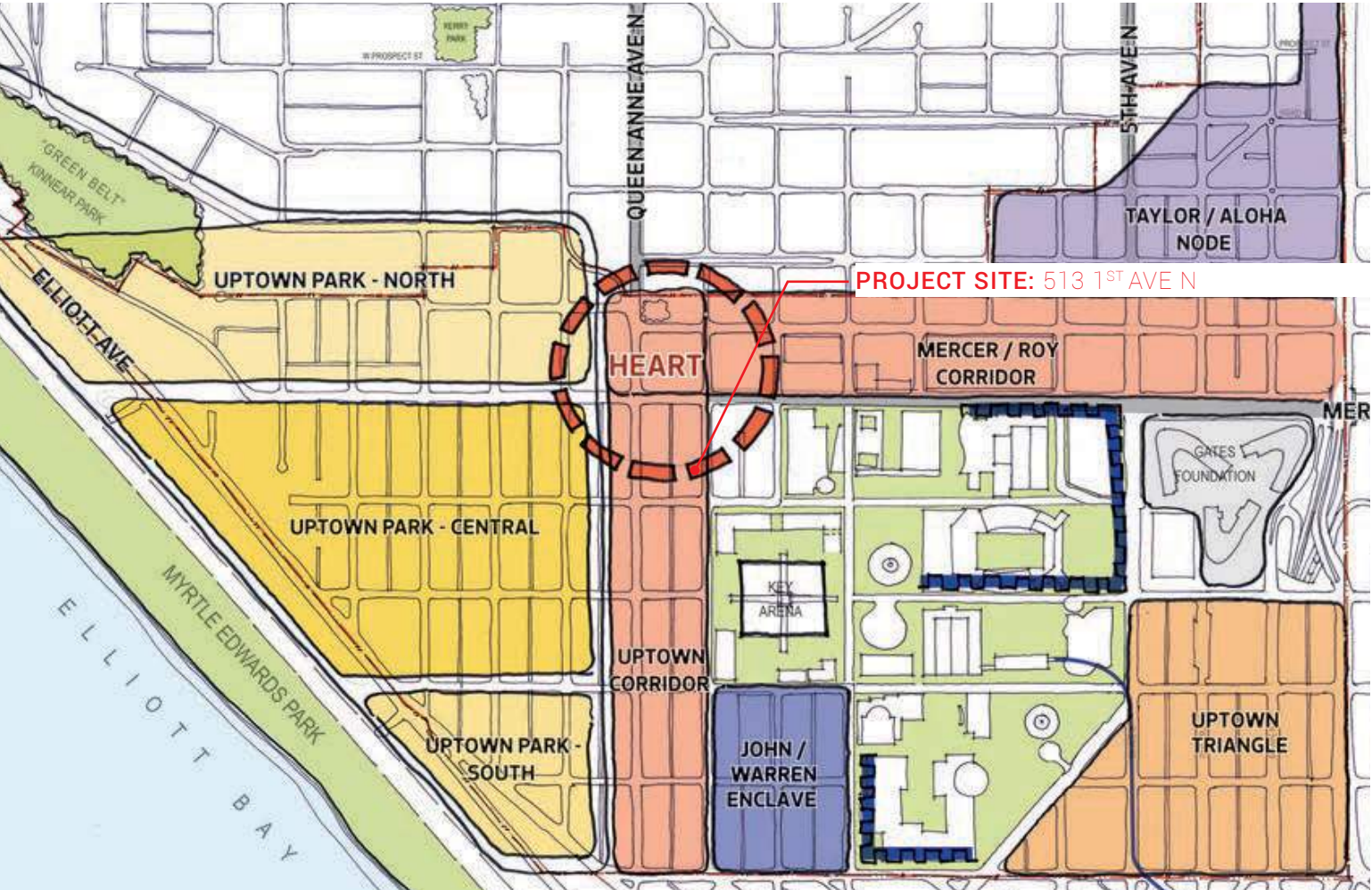
Exhibit 2-1 Uptown Study Area and Adjacent Neighborhoods

- Ballard-Interbay Northend
- Belltown
- Denny Triangle
- South Lake Union
- Upper Queen Anne
- Uptown

Source: Google Earth, BERK Consulting 2016

2.2 DESCRIPTION OF THE STUDY AREA

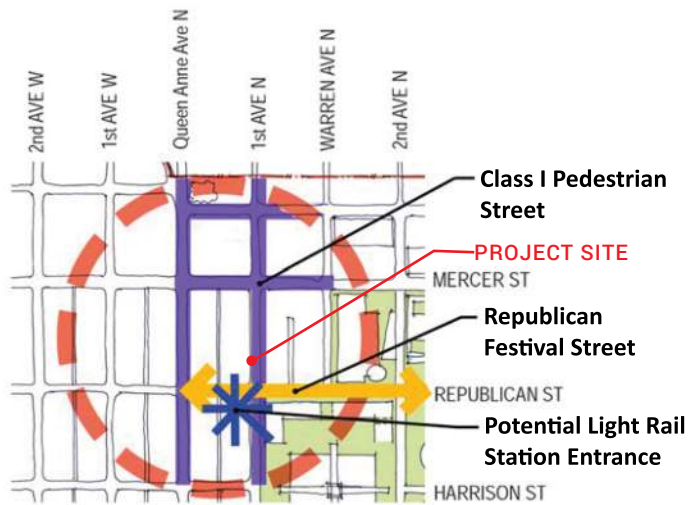
The Uptown Urban Center is approximately 297 gross acres in size and encompasses the Seattle Center. Uptown lies adjacent to the Queen Anne neighborhood to the north, South Lake Union to the east, Belltown to the south, and Ballard-Interbay-Northend (Elliott Avenue) to the west. See Exhibit 2-1.



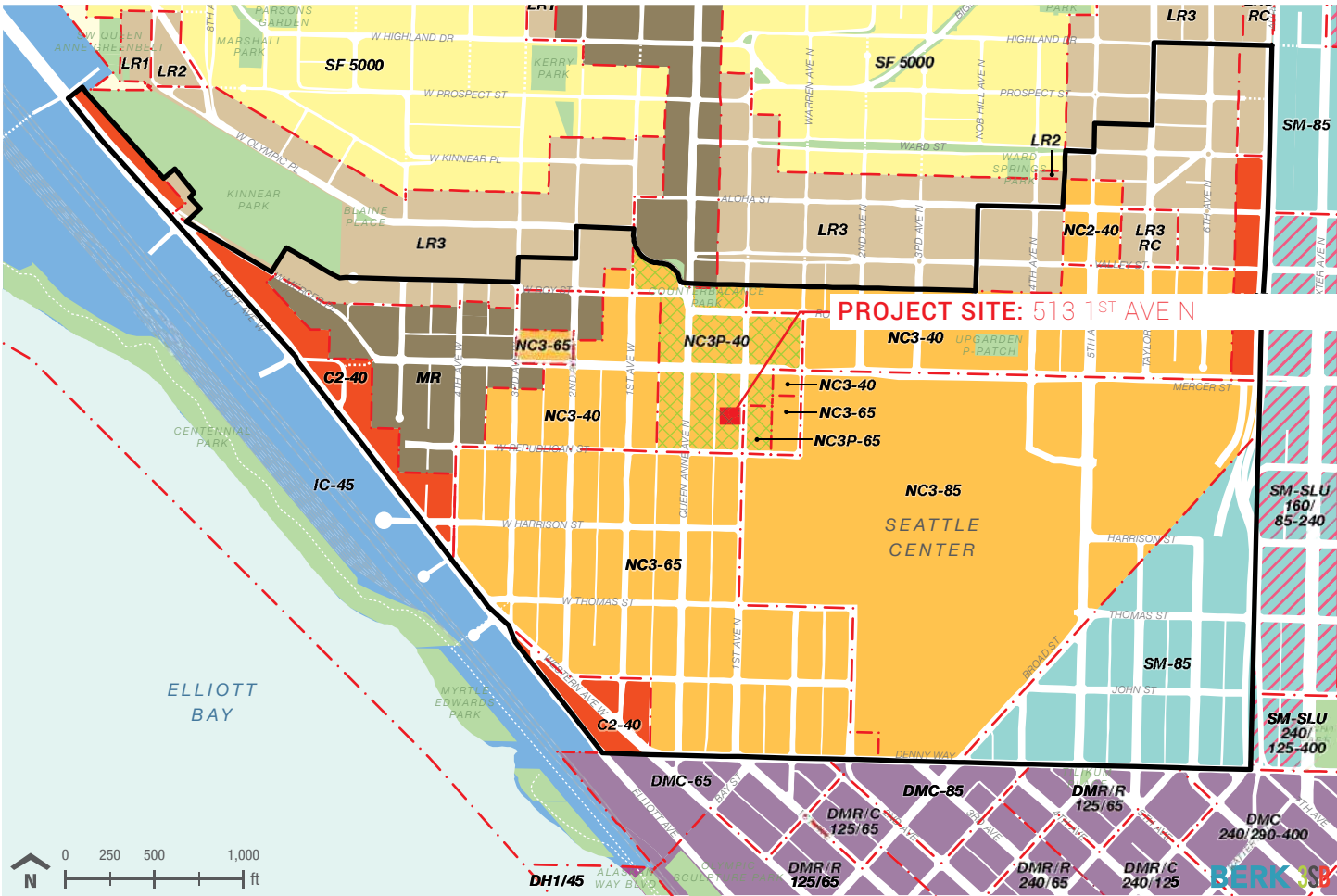
PROJECT INFORMATION

ZONING:	NC-3
APN:	1988200050
PROJECT TYPE:	Mixed-Use
SITE AREA:	14,400 SF
OVERLAY:	Uptown (Urban Village)

Source: Seattle.Gov/, Uptown Directors Report 2017



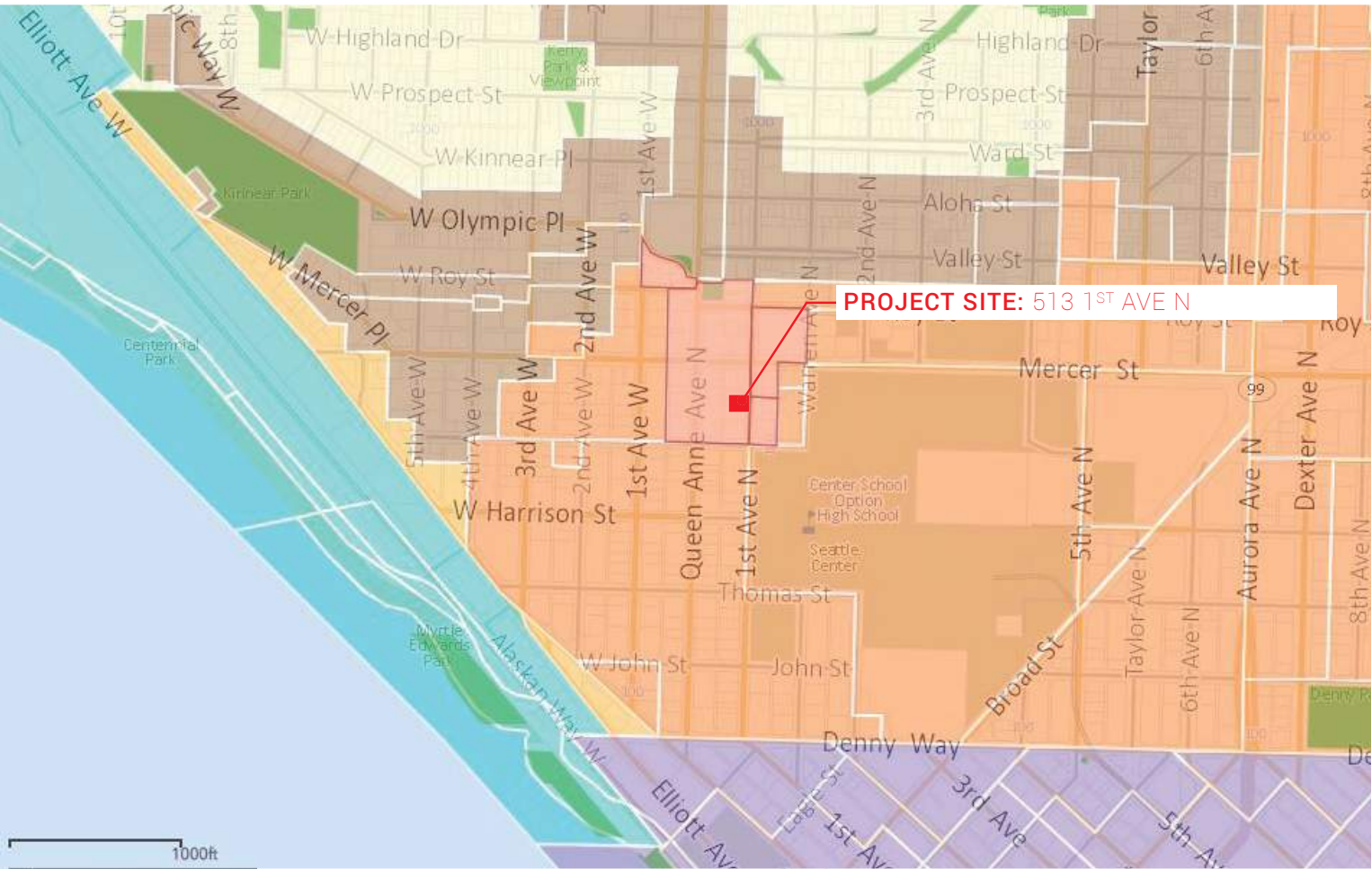
ZONING DATA
ZONING MAPS



PREVIOUS ZONING MAP

- Uptown Urban Center Boundary
- Current Zoning**
- Incentive Zones
- Pedestrian Areas
- Single Family 5000
- Single Family 9600
- Low-Rise
- Mid-Rise
- Seattle Mixed
- Neighborhood Commercial
- Commercial
- Downtown Harborfront
- Downtown Mixed
- Industrial Commercial

Source: City of Seattle 2016



NEW ZONING MAP

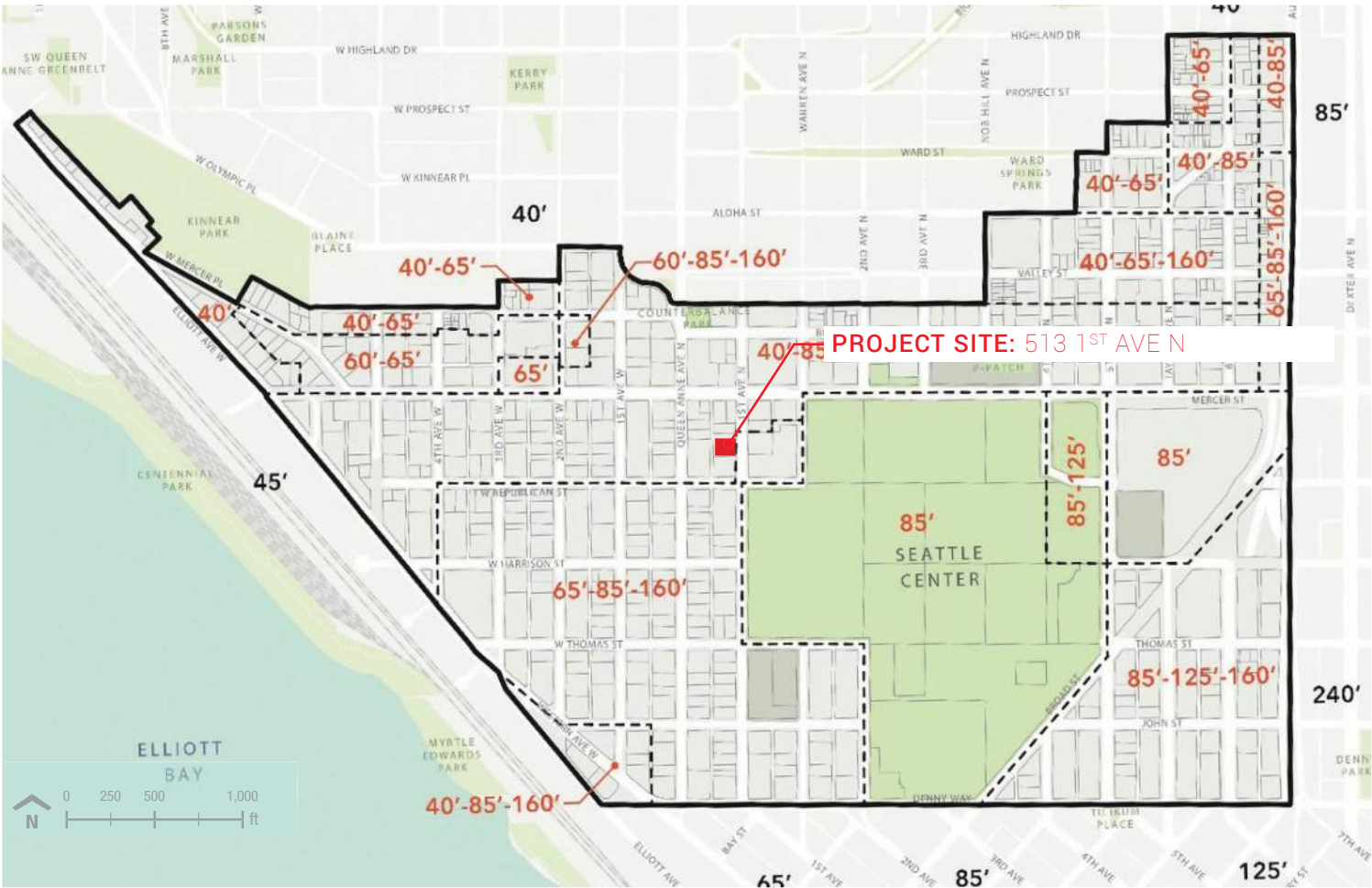
Source: Seattle.Gov/GIS MAPS
(New zoning designation became effective 11/10/2017)

Heart of Uptown and the Uptown Corridor

The heart of Uptown is both a transportation crossroads and the focus of pedestrian and retail activity. Well- served by transit, the Heart of Uptown is how many experience the Uptown Neighborhood – whether it is their destination, or they are passing through or on their way to Seattle Center. Most existing development consists of 2 to 3 story structures with some single story buildings. In addition to being the identifiable neighborhood center of Uptown, this subarea provides the

- Pedestrian "P" Zones**
- Pedestrian Areas
- Zoning**
- Downtown
- Major Institutions
- Manufacturing/Industrial
- Multi-Family
- Neighborhood/Commercial
- Residential/Commercial
- Single Family

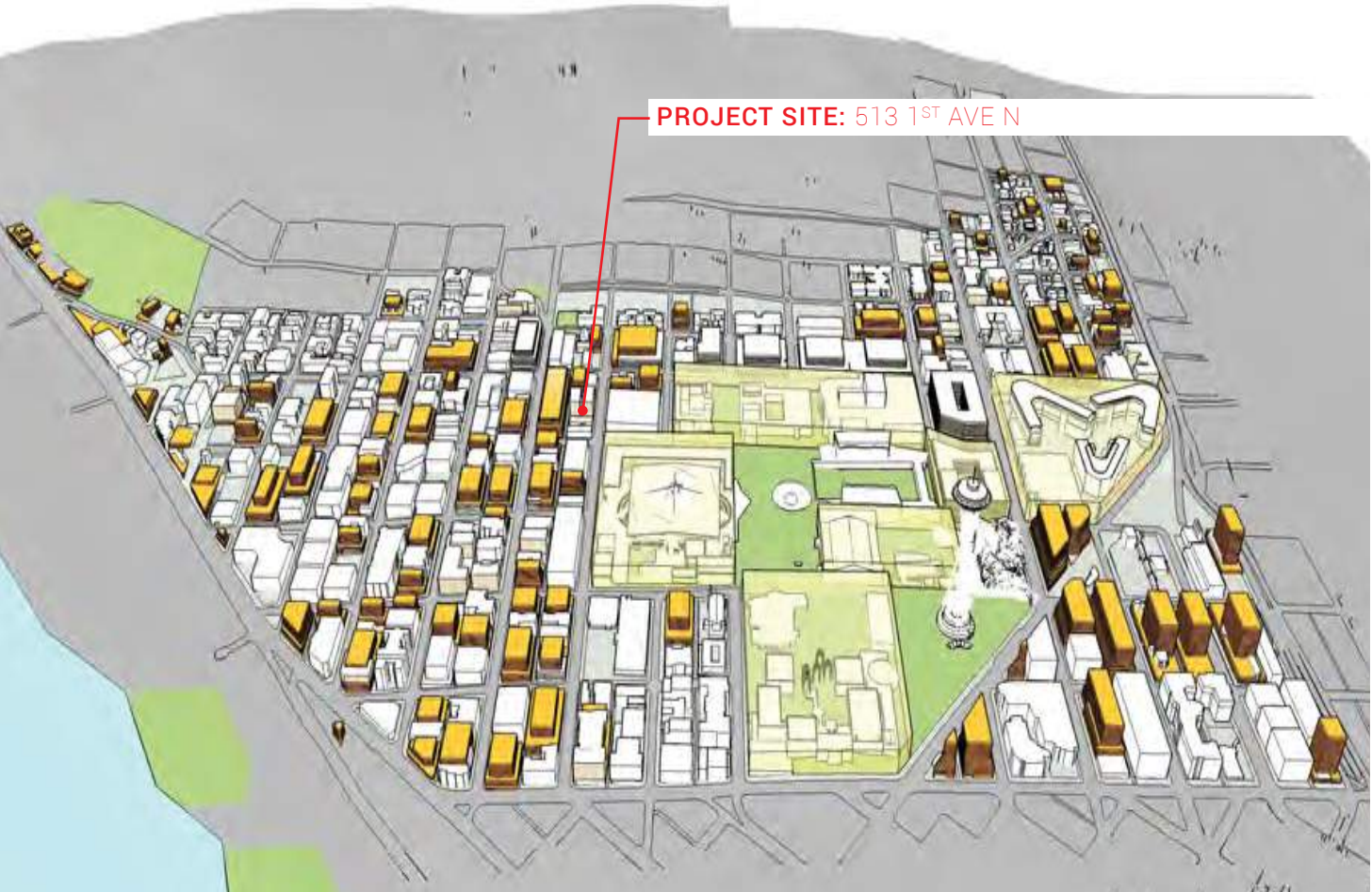
neighborhood with the bulk of goods and services for the residents and workers. The UDF recommends that future development should continue building on its pedestrian character and improve connections to and from Seattle Center. Developers should be encouraged to develop sites to their full potential with a mix of commercial, residential, and cultural spaces.



UPTOWN REZONE 2017

- Uptown Urban Center Boundary
- Open Space and Recreation
- Seattle Center Management Area
(Non Open Space and Recreation)
- Preferred Alternative Heights
- Preferred Alternative Height Proposals

Source: Seattle.Gov/, Uptown Directors Report 2017



UPTOWN REZONE 2017

Growth Estimate Scenario (Beige) and Full Buildout (Orange)

SEATTLE DESIGN GUIDELINES (SDG) AND UPTOWN DESIGN GUIDELINES (UDG)

RESPONSES TO DESIGN GUIDELINES

CONTEXT AND SITE

SDG | CS1. Natural Systems and Site Features



Use natural systems and features of the site and its surroundings as a starting point for the project design.

- A. Energy Use
- B. Sunlight and Natural Ventilation

Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on the site.

- C. Topography
 - Land Form: Use the natural topography and/or other desirable land forms or features to inform the project design.
- D. Plants and Habitat

On-Site Features: Incorporate on-site natural habitats and landscape elements such as: existing trees, native plant species or other vegetation into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.

- E. Water

Response:

The project massing for the preferred option provides opportunities for optimum sun penetration into the living and amenity spaces and a roof deck located along the south side.

SDG | UDG | CS2. Urban Pattern and Form



Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

- A. Location in the City and Neighborhood
- B. Adjacent Site, Streets, and Open Spaces
- C. Relationship to the Block

Corner Sites: Corner site can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances. Consider using a corner to provide extra space for pedestrians and a generous entry, or build out to the corner to provide a strong urban edge to the block.

- D. Height, Bulk, and Scale
 - Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone. In some areas, the best approach may be to lower the building height, break up the mass of the building, and/or match the scale of adjacent properties in building detailing.

Uptown Supplemental Guidance

- I. Responding to Site Characteristics
 - In the Uptown Urban and Heart of Uptown character areas, encourage outdoor dining area utilizing sidewalks and area adjacent to sidewalks. Outdoor dining is especially encouraged for sites on block faces with southern exposure.
- II. Streetscape Compatibility
- III. Cornet Lots
 - Corner lots are often desirable location for small publicly-accessible plazas, turrets, clock towers, art and other special features. Design corner retail entries to not disrupt access to residential uses above.
- IV. Height, Bulk and Scale Compatibility
 - In the Uptown Urban character area larger massing units and less modulation are appropriate, provided they are carefully designed, with quality materials.

Response:

The overall building height provides opportunities for views to the surroundings including Seattle Center, Downtown Seattle, waterfront and Elliott Bay. The orientation was especially critical in order to provide an optimum view for the tenants. There is a roof deck opportunity on the south side upper level for outdoor seating. The preferred concept has an off-street residential entry and four retail entries along the main street.

SDG | UDG | CS3. Architectural Context and Character



Contribute to the architectural character of the neighborhood.

- A. Emphasizing Positive Neighborhood Attributes
- B. Local History and Culture

Uptown Supplemental Guidance

- I. Architectural Context
 - The Uptown Park character area emphasizes the notion of historic continuity - the relationship of built structures over time. This relationship encourages diversity of styles within a coherent whole, reinforcing the key elements of noteworthy buildings.

Response:

The proposed option will incorporate the varying architectural styles of the surrounding neighborhood such as the use of brick in the exterior material palette. The eastern facade along 1st Ave will include canopies at the ground level.

PUBLIC LIFE

SDG | PL1. Connectivity



Complement and contribute to the network of open spaces around the site and the connections among them.

A. Network of Open Space

Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood. The site outdoor spaces shall be defined through a combination of building and landscaping, promoting both physical and visual connection to the street. Amenities shall reflect the surrounding characteristics of the neighborhood.

- B. Walkways and Connections
- C. Outdoor Uses and Activities

Uptown Supplemental Guidance

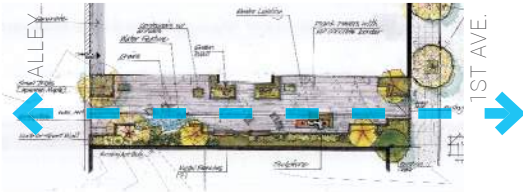
I. Streetscape Compatibility

Throughout Uptown developments that respond to outward to the public realm are preferred.

Locate plazas intended for public use at or near grade to promote both a physical and visual connection to the street. Special paving materials, landscaping, and other elements can be used to provide a clear definition between the public and private realms.

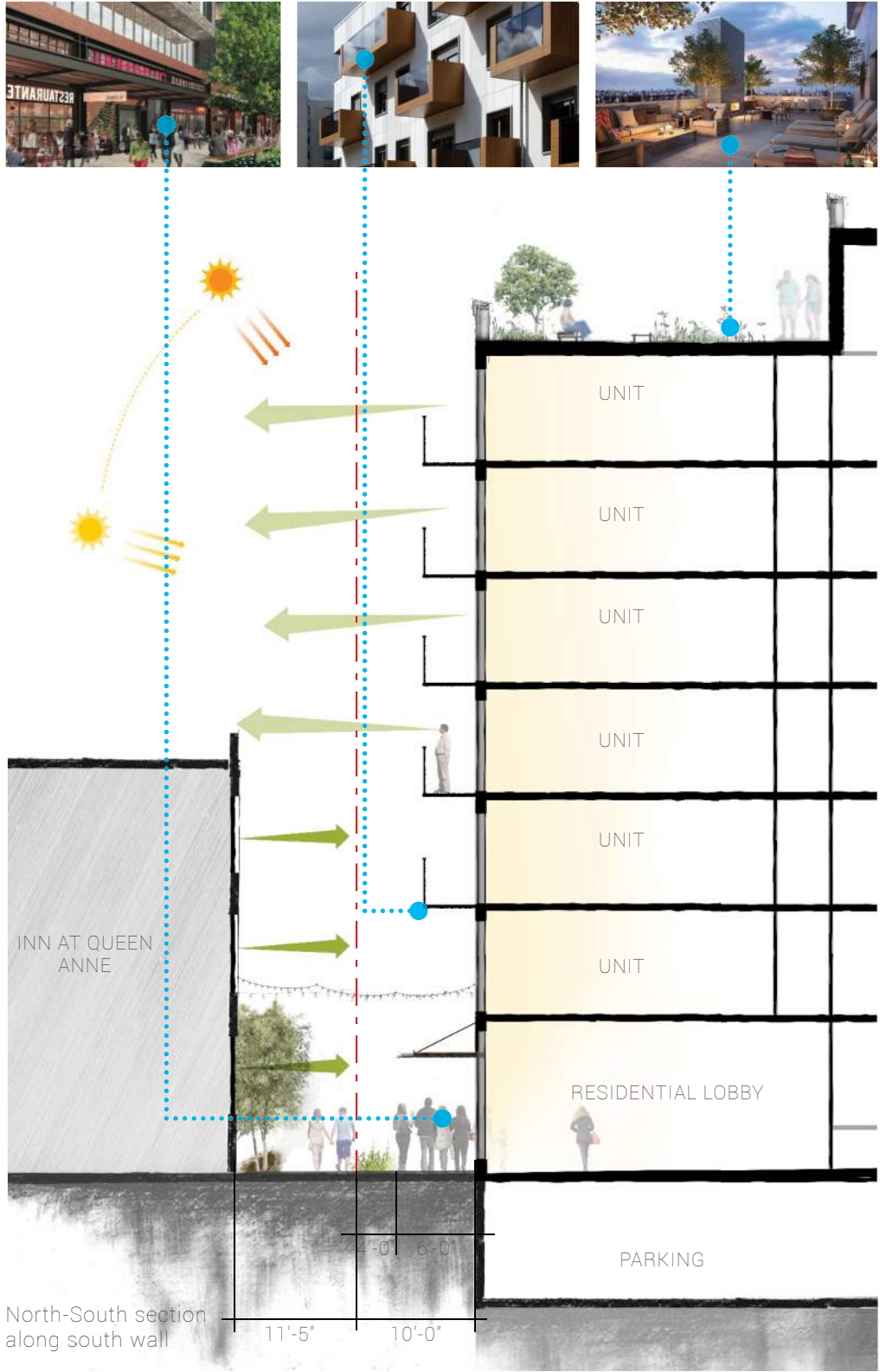
II. Landscaping to Reinforce Design Continuity with Adjacent Sites

Within the Uptown Park character area. Streetscape improvements should include a consistent landscaped planting strip between the sidewalk and the street as consistent with the historic pattern in the area. New developments may take guidance from the Uptown Park District Landscaped Streets Elements as endorsed by the Uptown Alliance, for the format of streetscape improvements.



Response:

Located within the Heart of Uptown, the development proposal reflects the surrounding architectural context and its design opportunities. The overall design goal is to provide and maintain indoor-outdoor connection on every level of the building. A pedestrian connector is located on the south allowing user to access the alley directly from 1st Avenue.



SDG | PL2. Walkability



Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

- A. Accessibility
- B. Safety and Security
- C. Weather Protection
- D. Wayfinding

Uptown Supplemental Guidance

I. Entrances Visible from the Street

Throughout Uptown, major entrances to developments should be prominent. The use of distinctive designs with historical references is strongly encouraged. Design, detailing, materials and landscaping may all be employed to this end. Building addresses and names should be located at entrances, tastefully crafted.

II. Pedestrian Open Spaces and Entrances

Throughout Uptown entries should be designed to be pedestrian friendly (via position, scale, architectural detailing, and materials) and should be clearly discernible to the pedestrian.

Response:

Weather protection will be provided at the ground level with overhead canopies. The design proposal includes a pedestrian connector and path accessible from 1st Avenue to the alley. This creates a semi-private space for the residents and an entry that is indirectly accessible from the main street.

SEATTLE DESIGN GUIDELINES (SDG) AND UPTOWN DESIGN GUIDELINES (UDG)

RESPONSES TO DESIGN GUIDELINES

PUBLIC LIFE

SDG | PL3. Street-Level Interaction



Encourage human interaction and activity at the street-level with clear connection to building entries and edges.

A. Entries

B. Residential Edges

Interaction: Provide opportunities for interaction among residents and neighbors. Considern locating commonly used features or services such as mailboxes, outdoor seating, seasonal displays, children’s play equipment, and space for informal events in the area between building as a mean of encouraging interaction.The treatment of the ground level at a human scale by providing a space can influence pedestrian and vehicular movement on the street level.

C. Retail Edges

Uptown Supplemental Guidance

I. Human Activity

A top priority within the Heart of Uptown character area is to promote active, customer-oriented retail storefronts at street level. The ground floor of building in this character area should help create the most active and vibrant street environment in Uptown. A variety of narrower store-front shops are preferred to wide continuous single storefront.

II. Transition Between Residence and Street.

Front Setback: Where feasible, new development in the Uptown Park character area should consider landscaping any setback from the sidewalk. Landscaping within a setback should provide a transition from public to private space and define a boundary between these. The use of raised planters within the setback should be encouraged in some location where this would reduce impact to landscaping from foot traffic and sidewalk litter.

Response:

The development proposal seeks to integrate the ground level uses into the public realm enhancing human activity along the street. The residential entry will be signified and defined by both landscape and hardscape features that will provide a sense of identity and security to the tenants. The preferred concept has an off-street residential entry and four retail entries.

Commercial units will be located on the main street front along 1st Ave., while bicycle, garage, and service access is along the alley.

SDG | PL4. Active Transportation



Response:

Located in a bicycle-friendly neighborhood, the development proposal includes a bike storage for the tenants. The preferred option includes a pedestrian connector and path accessible from 1st Avenue to the alley. This allows for residents and the public to more easily utilize existing bus stops on Queen Anne Ave and 1st Ave N.

DESIGN CONCEPT

SDG | DC1. Project Uses and Activities



Optimize the arrangement of uses and activities on site.

A. Arrangement of Interior Uses

B. Vehicular Access and Circulation

C. Parking and Service Uses

Uptown Supplemental Guidance

I. Parking and Vehicle Access

Throughout Uptown the preferred location for surface parking lots is in the rear of the building or away from or otherwise screened from the street and sidewalk.

II. Blank Walls

Within the Uptown Park character area landscaping (e.g. trellised climbing plants and other urban greenery) is the preferred treatment for walls. Larger wall areas should include landscaped treatments at the wall or between the wall and public rights-of-way, but not in a manner that would create unsafe conditions.

III. Retaining Walls

Throughout Uptown retaining walls shold be constructed of materials that will provide substantial pattern and texture.

IV. Design or Parking Lots Near Sidewalks

In the Uptown Urban and Heart of Uptown character areas, at-grade parking lots near sidewalks are strongly discouraged.

V. Visual Impacts of Parking Structures

Throughout Uptown designs that lessen the visibility of parking structures are preferred. Garage and parking structures should, where feasible incorporate landscaping to reduce their visual impact. Landscaping may include climbing plantings and other landscape means to reduce the impact of larger blank walls. Large open paved driveways and carports are strongly discouraged. Alley access is preferred, if feasible.

Response:

The development proposal nests itself within the topography and is within the current zoning. The project responds to the sloping site by locating the garage entry at the lowest point along the alley and placing the parking below grade. Even though the site is located mid-block, setbacks will allow for fenestration and facade articulation on all four sides.

SDG | DC2. Architectural Concept



Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

- A. Massing
- B. Architectural and Facade Composition
- C. Secondary Architectural Features
- D. Scale and Texture
- E. Form and Function

Uptown Supplemental Guidance

I. Architectural Context

The Uptown Park and Heart of Uptown character districts prefer an architecture that emphasizes human scale and quality, detailing and materials, and that remain compatible with the existing community. Generally, the following architectural features are encouraged during the design review process:

- a. Increased architectural detailing;
- b. Individualized storefronts;
- c. Substantial window detailing and recessed windows;
- d. Variation in roofline and additional roofline detailing, honest parapet line with built-up cornice; and
- e. References to historic architectural styles of Worlds-Fair-era Seattle.

II. Architectural Concept and Consistency

III. Human Scale

Throughout Uptown human-scaled architecture is strongly preferred. Proportion should be provided by such components as the detail of windows, doorways, and entries. Appropriate scale and proportion may also be influenced by the selection of building materials.

Response:

Located within the Heart of Uptown, the development proposal reflects the surrounding architectural context and its design opportunities. The building massing along the eastern edge responds to the neighboring adjacent buildings by seeking to align the east facade with canopies at the ground level. The overall massing articulation creates opportunities for smaller roof terraces along the eastern facade and helps to break down the scale.

The location of the parking entry is especially important and in turn influences the building core, its location and orientation to the rest of the building. Centralizing the building core and corridor allowed units to be nested around it allowing for street facing units along 1st Avenue.

SDG | DC3. Open Space Concept



Integrate open space design with the design of the building so that each complements the other.

- A. Building-Open Space Relationship
- B. Open Space Uses and Activities
- C. Design

Uptown Supplemental Guidance

I. Landscaping to Enhance the Building and/or Site

Throughout Uptown, but especially within the Uptown Park character area, landscaping should be substantial and include a variety of textures and colors, to the extent possible. Landscaping should be used to enhance each site, including buildings, setbacks, entrances, open space areas, and to screen parking and other less visually attractive areas. Encourage planted containers at building entries.

Response:

The preferred option includes a pedestrian connector and path accessible from 1st Avenue to the alley. This space will be available for tenant and public use and contain landscaping, seating, and visual features.

SDG | DC4. Exterior Elements and Finishes



Use appropriate and high quality elements and finishes for the building and its open spaces.

- A. Building Materials
- B. Signage
- C. Lighting
- D. Trees, Landscape and Hardscape Materials
- E. Project Assembly and Lifespan

Uptown Supplemental Guidance

I. Architectural Context

In the Uptown Park character area, extensive landscaping, the use of brick and inlaid tile as building materials and designs with an appearance of substance and quality are recommended to promote Uptown Park's desired character.

II. Exterior Finish Materials

Within the Uptown Park and Heart of Uptown character areas, the use of historic looking brick and tile facades are strongly encouraged to create a more consistent, unified, and historic appearance throughout the district. The use of decorative brick facade is consistent historically within the Uptown area, with a strong concentration just north of the district across W. Mercer St. Facade detailing is strongly encouraged and buildings may incorporate both materials to provide a richer finish.

III. Commercial Signage

Throughout Uptown tasteful signs designed for pedestrians (as opposed to passing vehicles) are preferred. Backlit signs, animated reader boards and similar are discouraged. Blade signs, wall-mounted signs, signs below awnings and similar signs are preferred.

IV. Commercial Lighting

Uptown accommodates shopping and eating experiences during the dark hours of the Northwest's late fall, winter, and early spring. Pedestrian area lighting is an important feature of each block in the Uptown Urban character area, and the Heart of Uptown character area.

Response:

The development proposal consists of materials and finishes relevant to the surrounding Uptown Neighborhood character and architectural styles. The simple form and articulation of the facades support the contemporary design aesthetic. In addition to exterior LED lighting, the use of glazing and large storefront windows will help enhance visibility and a sense of security.

MATERIALS SELECTION

PROPOSED PALETTE



BRICK & METAL PANEL STREET FACADE
101 JOHN



COLORFUL METAL PANEL ALLEY FACADE
EXPO APARTMENTS



CEMENTITIOUS PANEL
ELAN BUILDING

MATERIALITY

Because the site will have facades on three sides, the differing contexts must be taken into account. The 1st Avenue North street face of brick, cast in place concrete, and cementitious fiber panels creates a color and material palette that blends with the surrounding new and older brick buildings. The alley facade will be visible from Queen Anne Avenue North and should use colorful modern materials such as metal panels to reflect the eclectic uses and building styles on that side. The mid block connector should serve as a bridge between the two, with concrete WRAPPING through at the base to denote the residential entrance and invite pedestrians through the space.

Retail storefronts should have a high level of transparency and feature canopies to shelter pedestrians. On the upper levels, exposed balconies will help activate the facade and encourage outdoor use.



STREET-LEVEL CANOPIES, AND CAST IN PLACE CONCRETE WITH EXPOSED FORM TIES
BERNARD APARTMENTS



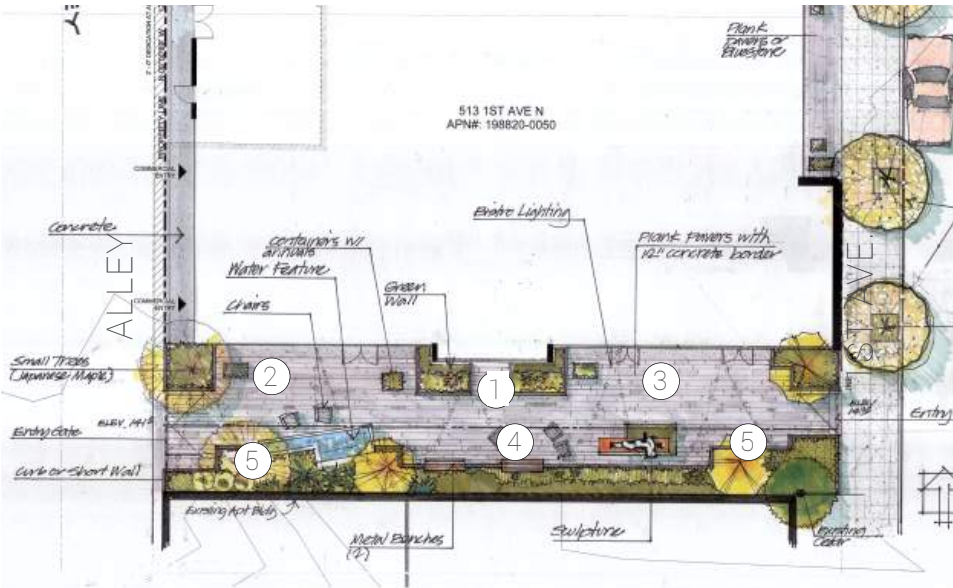
MASONRY BAYS
MARQUEEN HOTEL



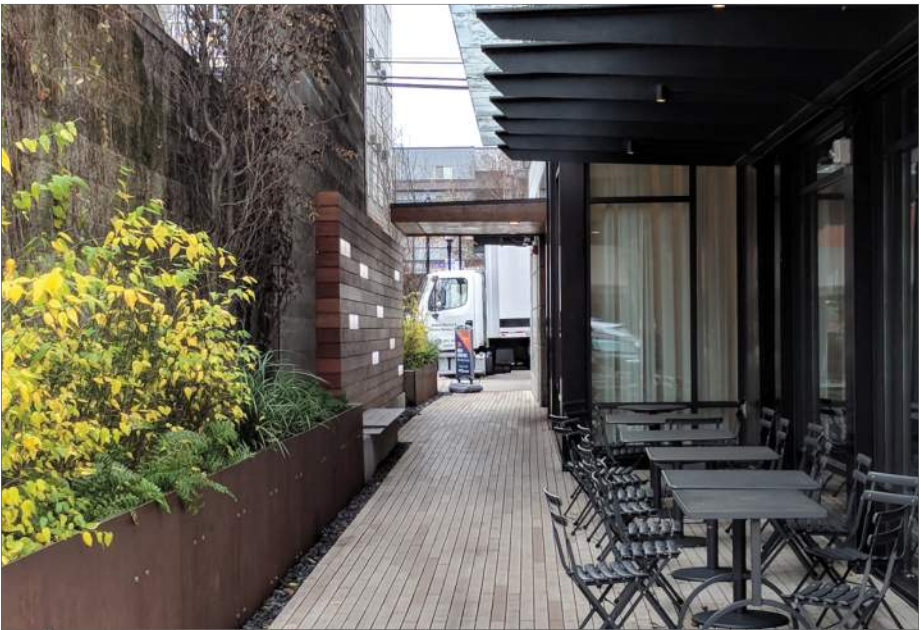
AVOID DARK & NARROW PASSAGES
WEST SEATTLE



DAYLIGHT, PLANTING, AND SPACE FOR ACTIVITY
WEST SEATTLE



AVOID LARGE BLANK WALLS
101 JOHN



NARROW BUT INVITING WITH PLANTING & SEATING
WEST SEATTLE

MID-BLOCK CONNECTORS

Successful mid-block connections and alleyways encourage pedestrians and users to enter the space. They should be inviting with planting, landscaping and activated with seating areas and commercial or residential spaces. Spaces should be open to allow sufficient natural light and include windows and storefronts for safety and visual interest.

- ① RESIDENTIAL ENTRY
- ② LIVE/WORK UNITS
- ③ RETAIL
- ④ SEATING
- ⑤ PLANTING

The proposed mid-block connector will serve as the residential entrance to the building and will also include live-work units that opening onto it. Planting and seating areas will invite residents and passers-by to use the space. The new connection will help link the existing mid-block pedestrian crossing on Queen Anne Ave N to 1st Ave N and improve access to public transportation on these two streets.

TEAM WORK EXPERIENCE

WORK EXAMPLES BY ARCHITECT AND DEVELOPER



LOFTS AT SECOND AND MAIN



ZEAL LOFTS



BROOKLYN YARD



BRIO LOFTS



ALEXAN CENTRAL PARK



REDMOND SQUARE



MODERA GLENDALE



MODERA BELMONT



EXPO APARTMENTS ROOF DECK



CUE APARTMENTS

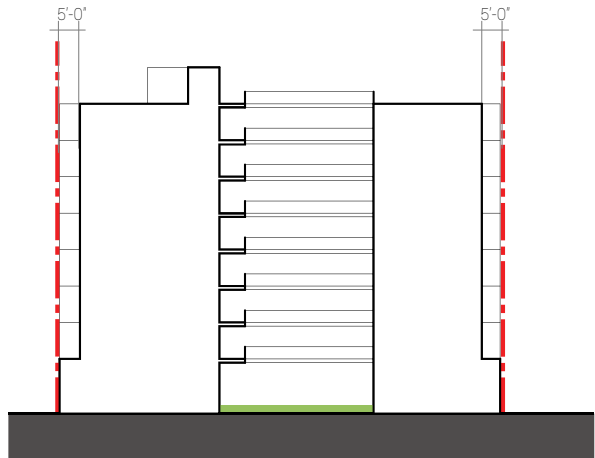
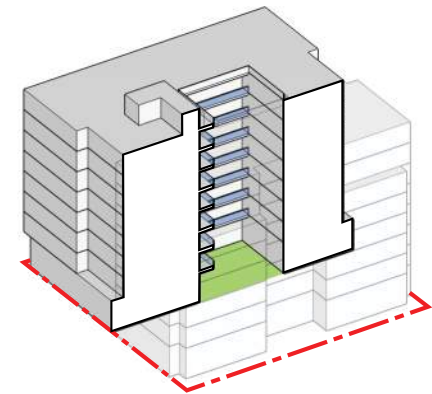
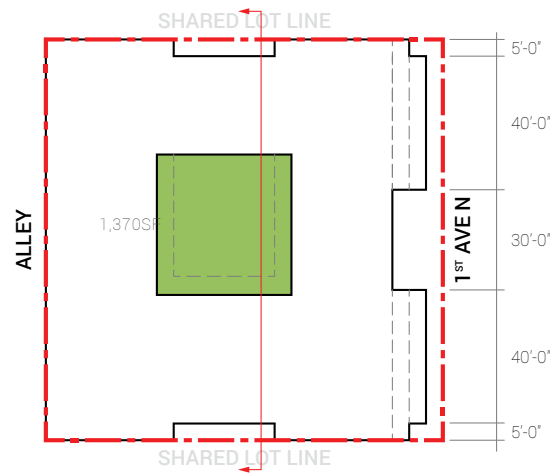


STOCKLAND MERRLANDS

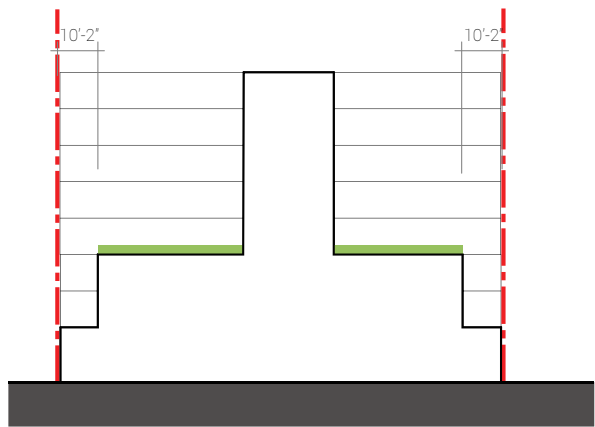
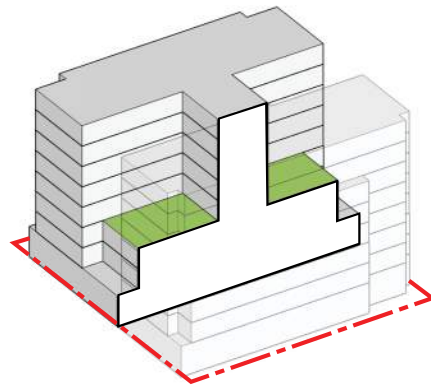
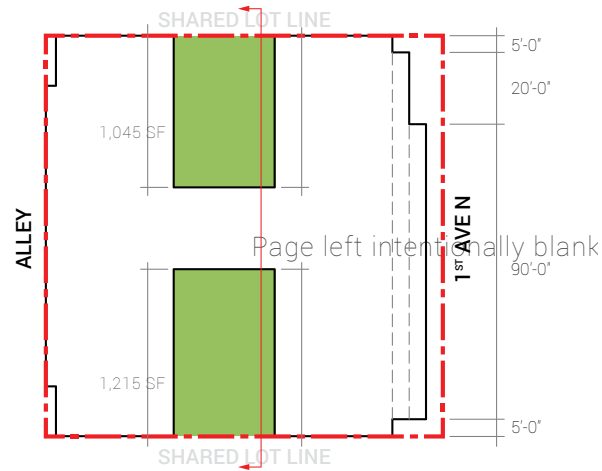


ARCHITECTURAL MASSING CONCEPTS
GENERAL OPTIONS SUMMARY

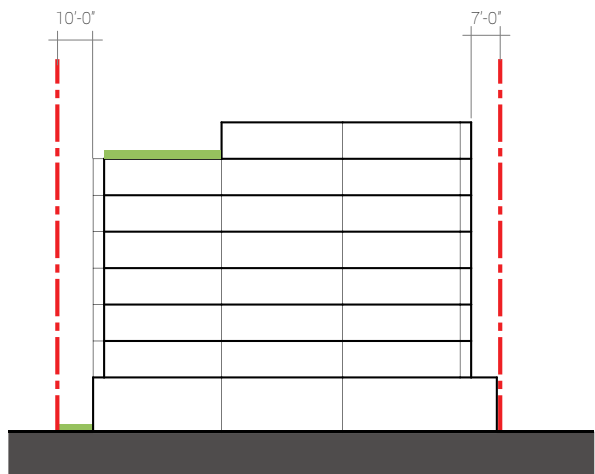
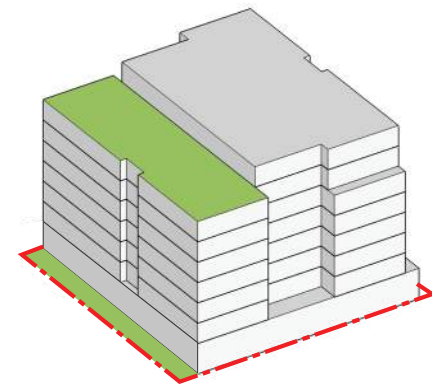
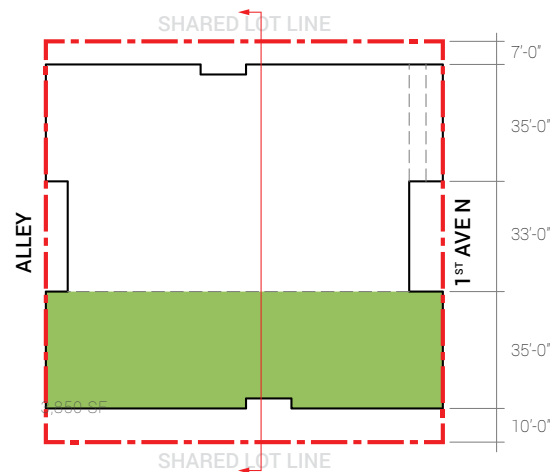
DESIGN PROPOSAL - OPTION 01 - CENTRAL COURTYARD



DESIGN PROPOSAL - OPTION 02 - NORTH/SOUTH COURTYARD



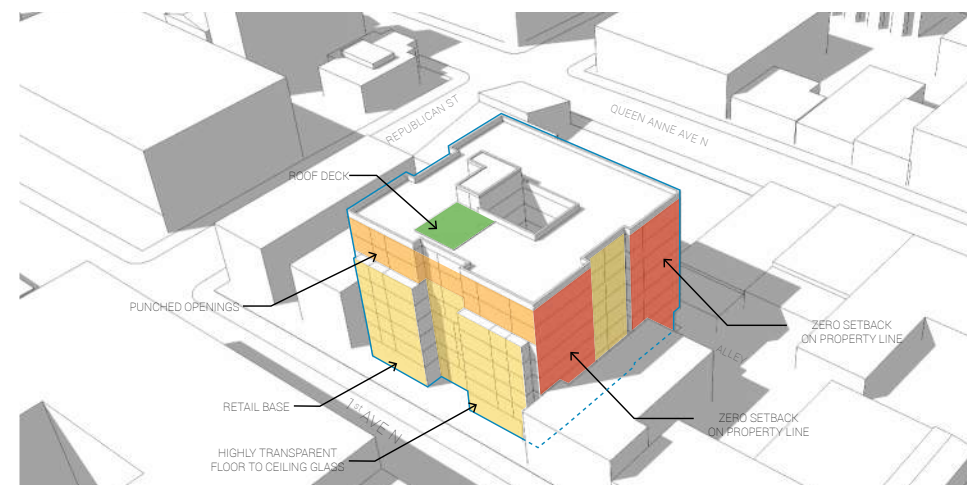
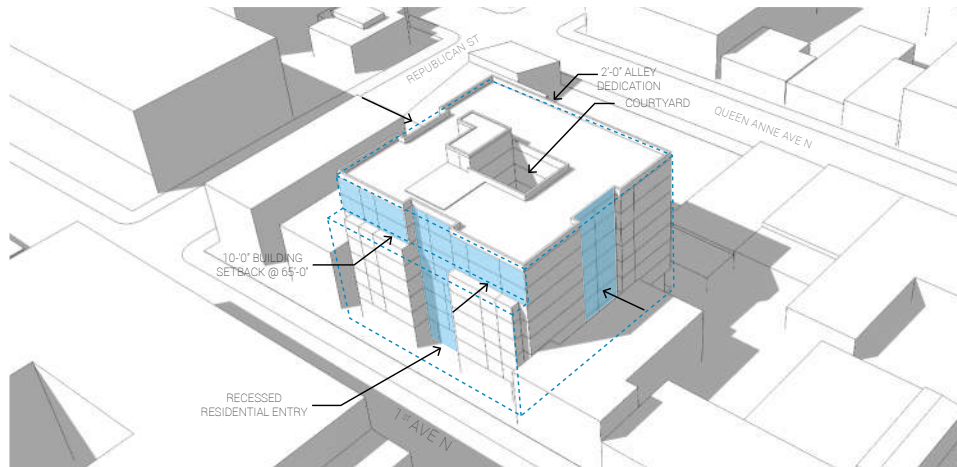
DESIGN PROPOSAL - OPTION 03 - SOUTH ROOF DECK
PREFERRED



ARCHITECTURAL MASSING CONCEPTS

INTRODUCTION TO MASSING OPTIONS

OPTION 01 - CENTRAL COURTYARD



FAR: 5.24
GSF TOTAL: 100,238 SF
GFA TOTAL: 75,477 SF
UNITS/PARKING COUNT: 140 units, 28 parking stalls
CODE COMPLIANT

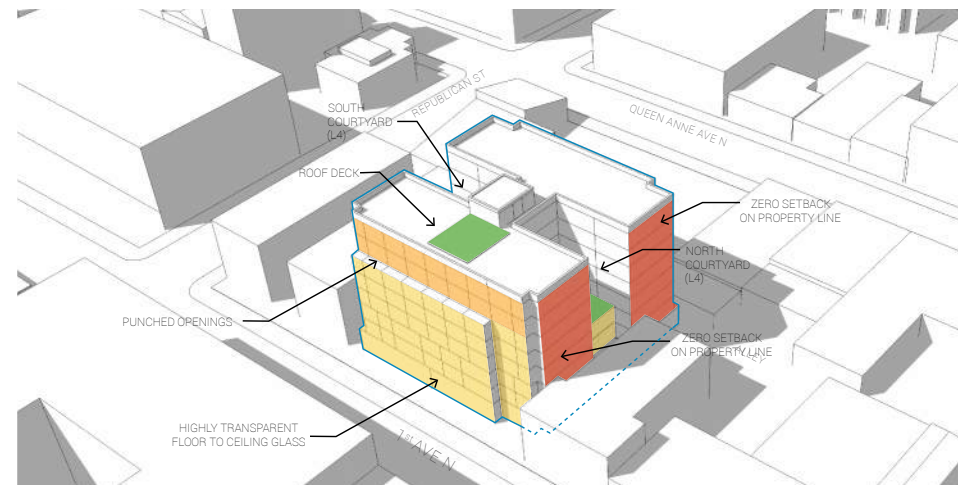
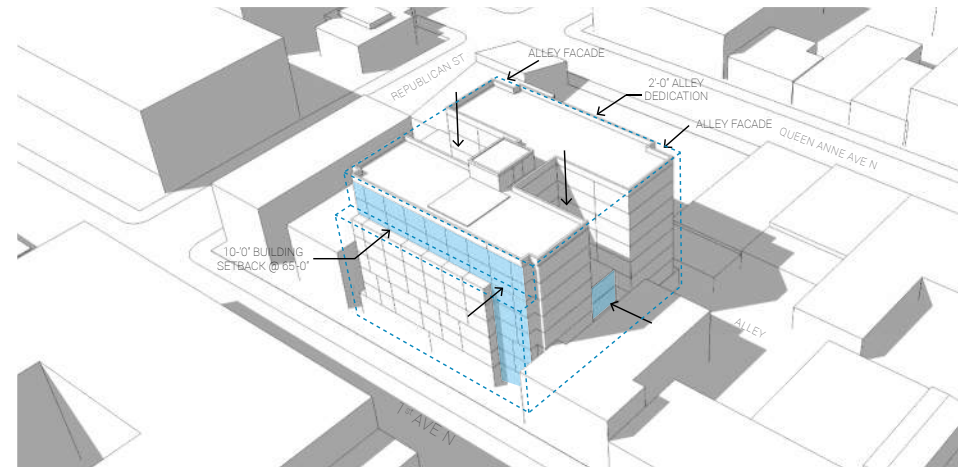
PROS

1. Wider sidewalk along Queen Anne Avenue
2. Provides most density of any option

CONS

1. Does not provide ample exterior public open space
2. Courtyard is central and will allow the least sun penetration into the project and offers no value to the community
3. Three stairs required at level one
4. Small gathering space at the roof
5. Apartment entry splits first floor retail

OPTION 02 - NORTH/SOUTH COURTYARD



FAR: 5.25
GSF TOTAL: 100,799 SF
GFA TOTAL: 75,548 SF
UNITS/PARKING COUNT: 125 units, 31 parking stalls
CODE COMPLIANT

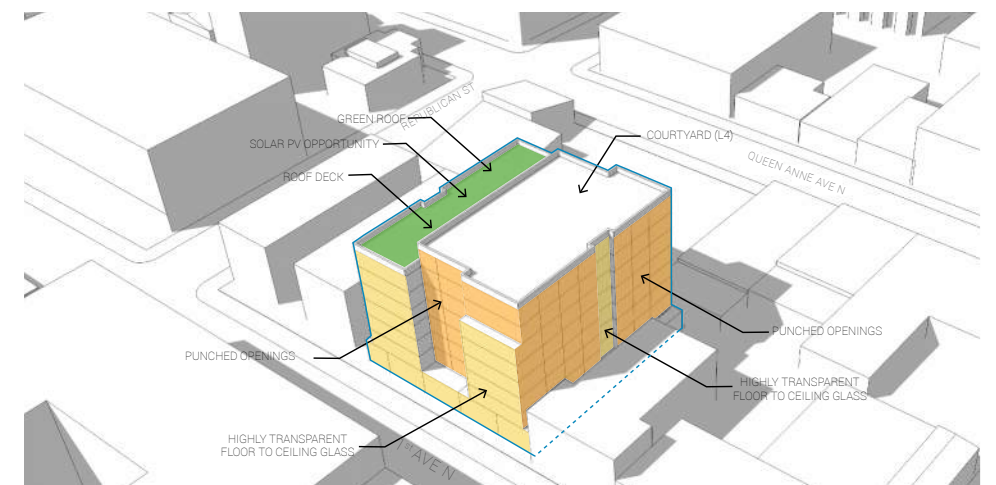
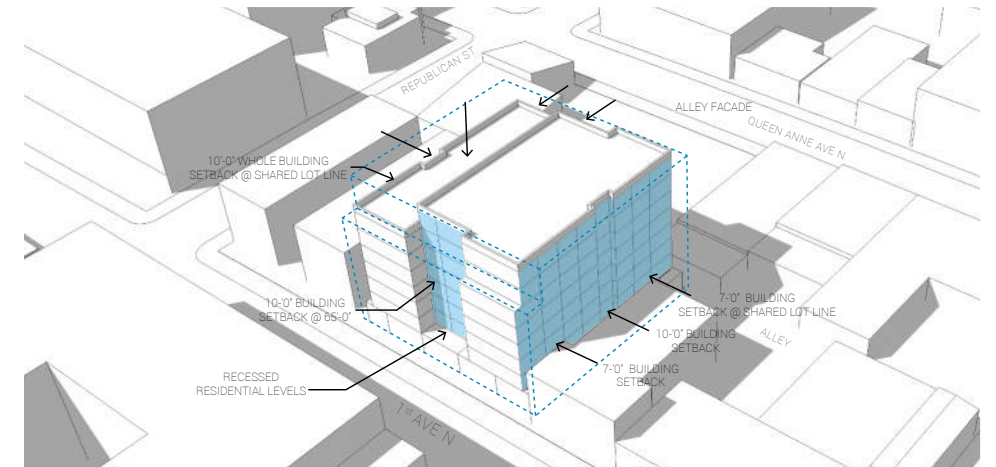
PROS

1. Scale of the building in context with structures to the north, east, and proposed surrounding projects
2. Largest roof deck area provided
3. North and south courtyards at Level 4
4. Two large commercial space allows more tenant options

CONS

1. Northern and southern blank facades.
2. Northern residential lobby not as efficient.

OPTION 03 - MID BLOCK CONNECTION PREFERRED



FAR: 5.20
GSF TOTAL: 99,678 SF
GFA TOTAL: 74,935 SF
UNITS/PARKING COUNT: 134 units, 31 parking stalls
CODE COMPLIANT

PROS

1. North and south wall setbacks allows for punched openings
2. Largest commercial space provided
3. Optimizes roof top amenity
4. Two live-work units provided facing alley help activate and promote active, customer-oriented retail storefronts at street level

CONS

1. Partial building setback at 1st Avenue

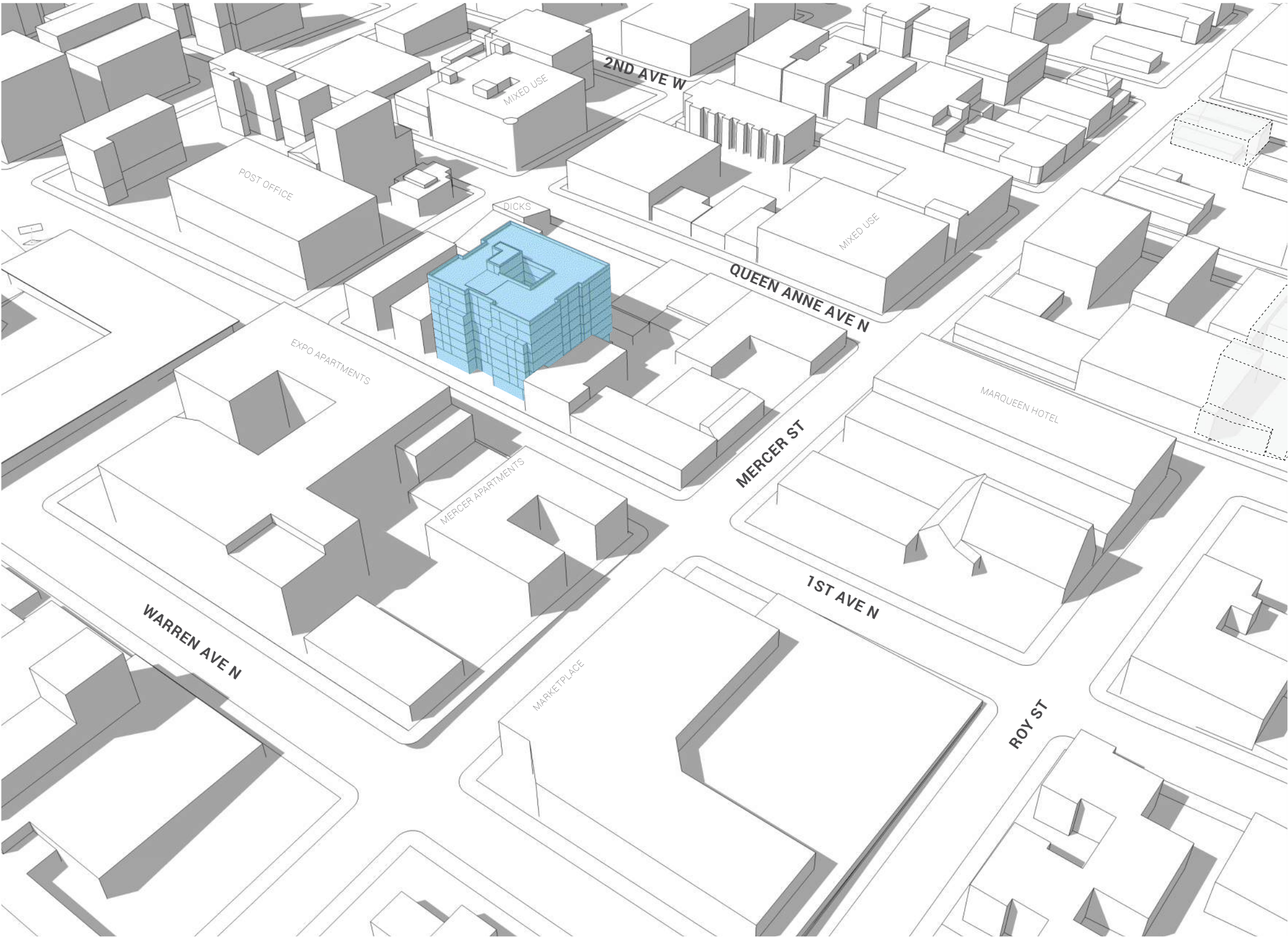
DESIGN PROPOSAL

OPTION 1: CENTRAL COURTYARD - CONTEXT

FAR: 5.24
GSF TOTAL: 100,238 SF
GFA TOTAL: 75,477 SF
UNITS/PARKING COUNT: 140 units, 28 parking stalls
CODE COMPLIANT

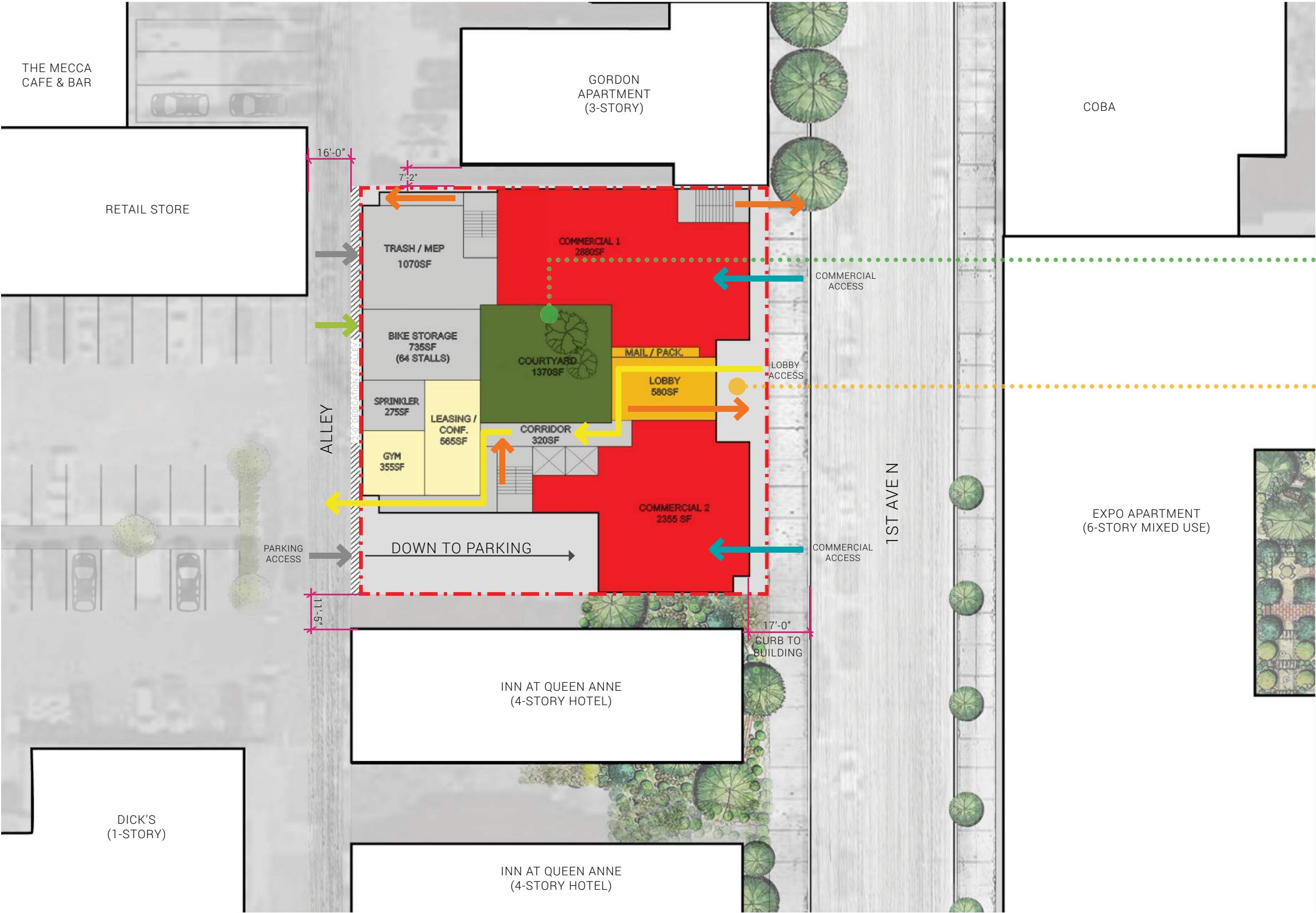
- PROS**
- 1. Wider sidewalk along Queen Anne Avenue
 - 2. Provides most density of any option

- CONS**
- 1. Does not provide ample exterior public open space
 - 2. Courtyard is central and will allow the least sun penetration into the project and offers no value to the community
 - 3. Three stairs required at level one
 - 4. Small gathering space at the roof
 - 5. Apartment entry splits first floor retail



DESIGN PROPOSAL

OPTION 1: CENTRAL COURTYARD - SITE PLAN



COURTYARD

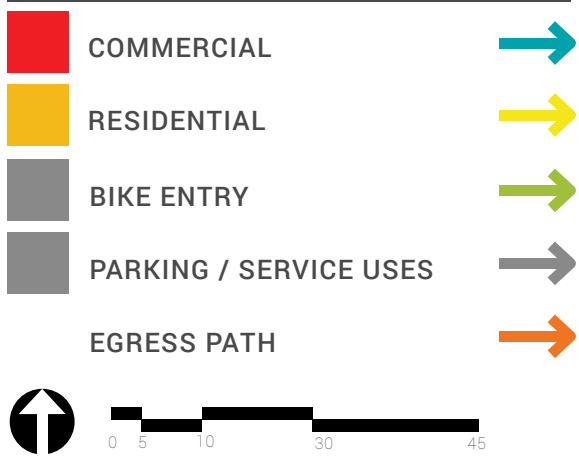
Interior courtyard provided at the ground level can be viewed as tenants enter from the lobby



RESIDENTIAL ENTRY

A recessed residential entry provides a sense of identity for the residents. Providing a space at the ground level entry can influence pedestrian interaction.

PLAN DIAGRAM LEGEND



DESIGN PROPOSAL

OPTION 1: CENTRAL COURTYARD - DATA

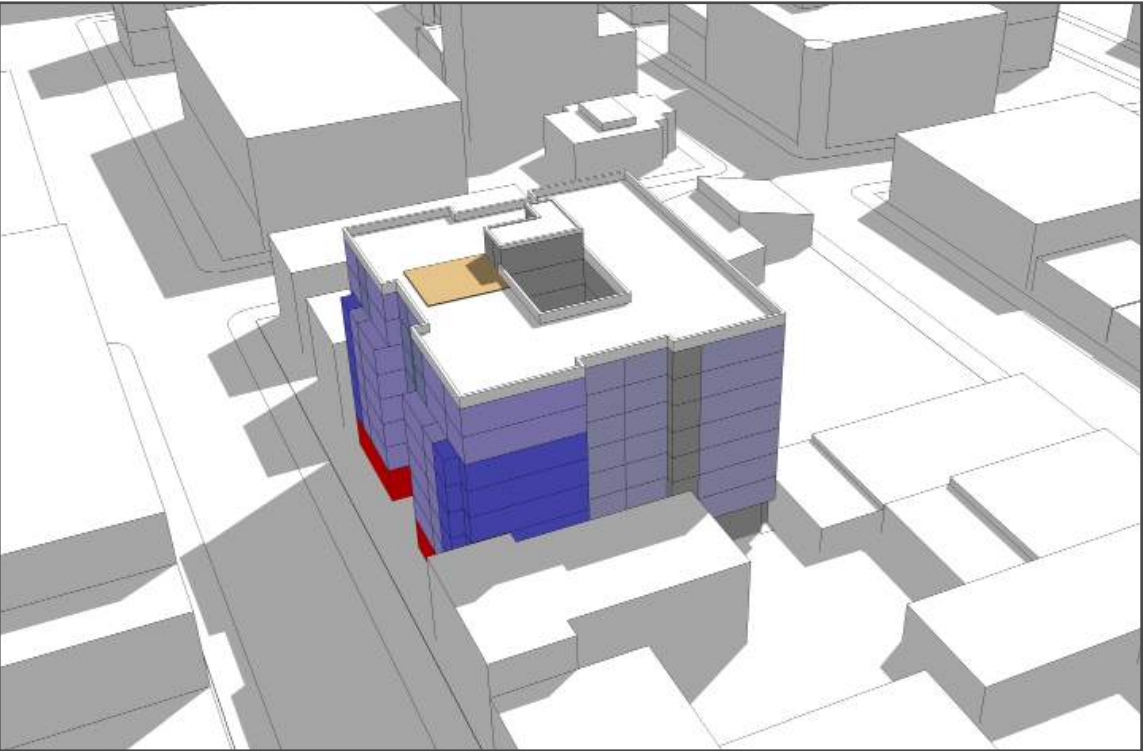
SITE AREA	14,400
Allowable FAR	
SM-UP 85	5.2575,600
GSF TOTAL	100,238
FAR TOTAL	5.2475,477 ^{1,2,3}
1 GROUND FLOOR COMMERCIAL AND BASEMENT AREA NOT COUNTED TOWARDS FAR PER SMC 23.48.720.C	
2 STREET LEVEL USES IDENTIFIED IN SUBSECTION 23.48.005.D THAT MEET THE DEVELOPMENT STANDARDS OF SUBSECTION 23.48.040.C ARE EXEMPT FROM FAR	
3OPTION WITH AN EXTERIOR CORRIDOR NOT INCLUDED TOWARDS FAR	
BASE - B1	14,234 ¹
L1	9,874 ^{1,2}
L2	10,829 ³
L3	10,829 ³
L4	10,829 ³
L5	10,829 ³
L6	10,941 ³
L7	10,647 ³
L8	10,647 ³
ROOF	580
COMMERCIAL	5,235 ^{1,2}
COMMERCIAL 1	2,880
COMMERCIAL 2	2,355
PARKING	28
Standard	15
Compact	12
Accessible	1
Motorcycle	4
BIKE STORAGE	735
TRASH/MECH.	1,070
SPRINKLER	275
RESIDENTIAL LOBBY	580
GYM	355
COURTYARD AMENITY	1,370
RESIDENTIAL UNITS	140
STUDIO (355-450 sf)	48
OPEN-1 (480-520 sf)	29
1BD (420-40 sf)	53
2BD (675 sf)	10

DIAGRAM LEGEND

STUDIO	OPEN	1BD	2BD	RETAIL
--------	------	-----	-----	--------



SOUTHEAST STREET VIEW



NORTHEAST AERIAL

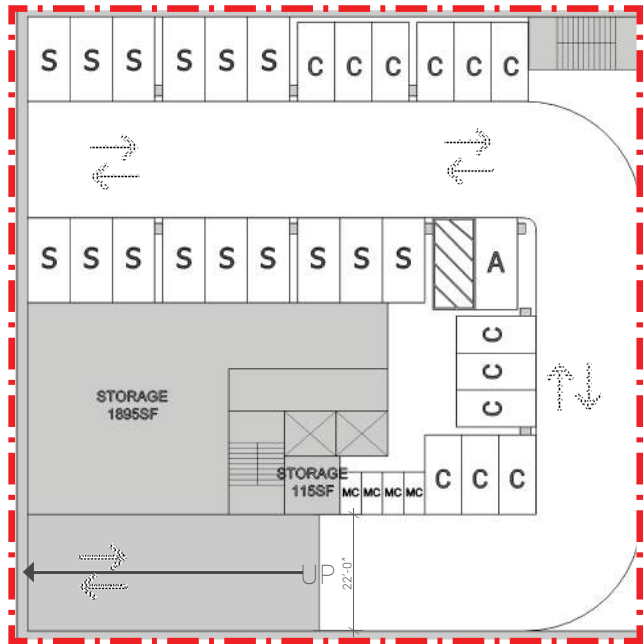


NORTHWEST AERIAL



SOUTHWEST AERIAL

DESIGN PROPOSAL
OPTION 1: CENTRAL COURTYARD - FLOOR PLANS



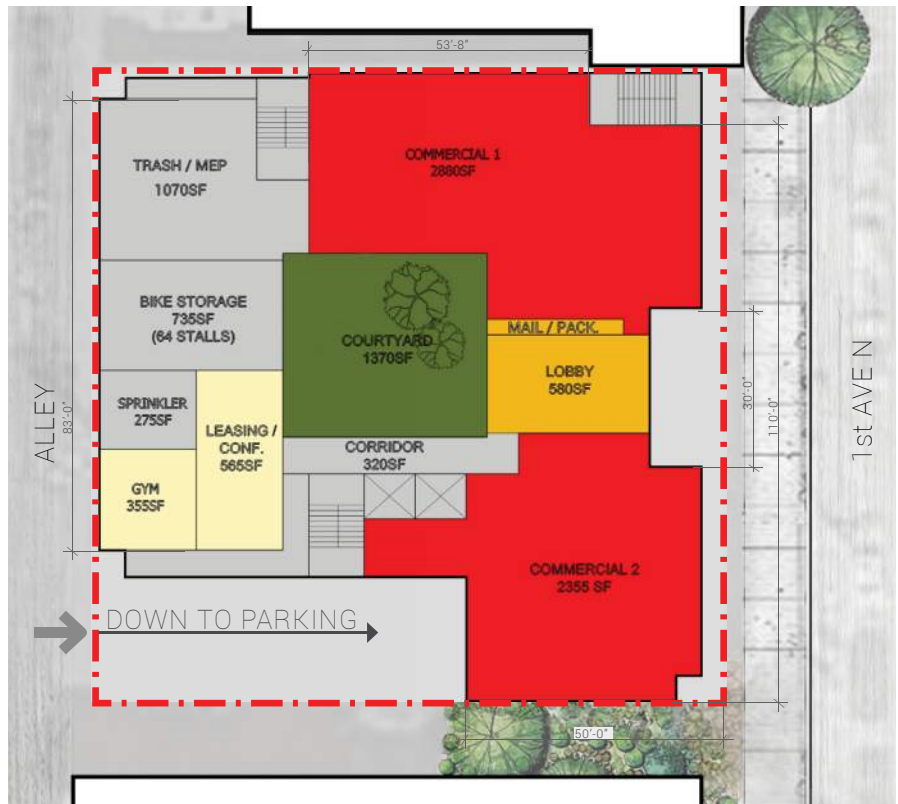
BASEMENT PLAN DIAGRAM

UNIT MIX

	L2	L3	L4	L5	L6	L7	L8	TOTAL	%
STUDIO (355-450 sf)	8	8	8	6	6	6	6	48	34%
OPEN-1 (480-520 sf)	3	3	3	4	4	6	6	29	21%
1BD (420-640 sf)	7	7	7	8	8	8	8	53	38%
2BD (675 sf)	2	2	2	2	2	0	0	10	7%
TOTAL UNITS:	20	20	20	20	20	20	20	140	

PLAN DIAGRAM LEGEND

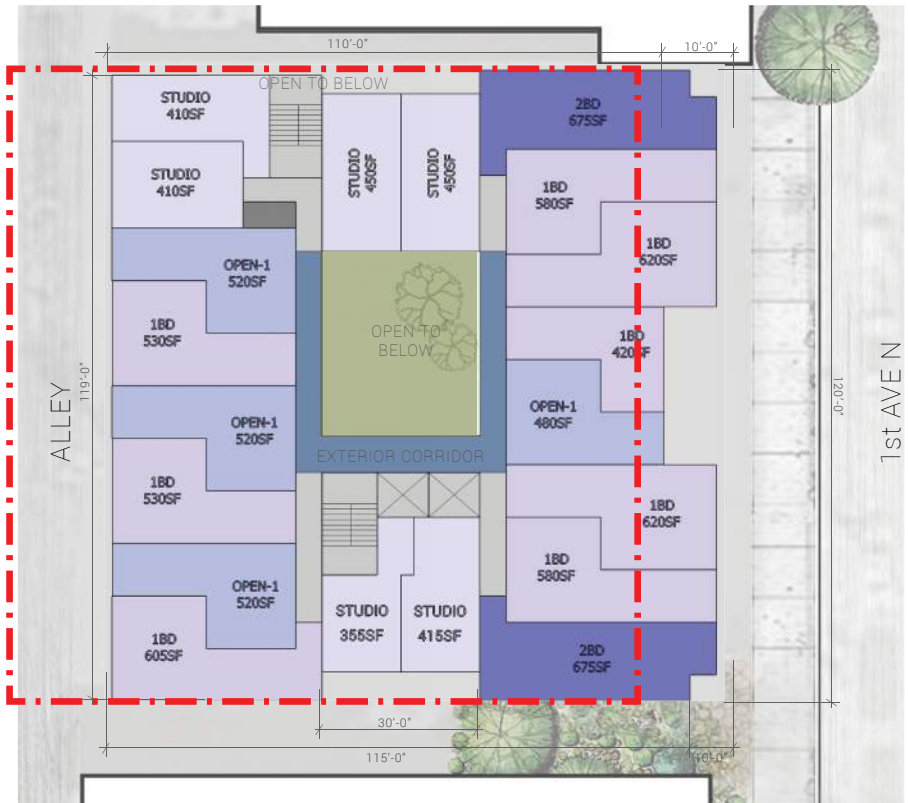
- COMMERCIAL
- RESIDENTIAL
- BIKE ENTRY
- PARKING / SERVICE USES
- 2 BD
- OPEN-1
- 1 BD
- STUDIO
- L/W



GROUND LEVEL PLAN DIAGRAM (N.T.S.)

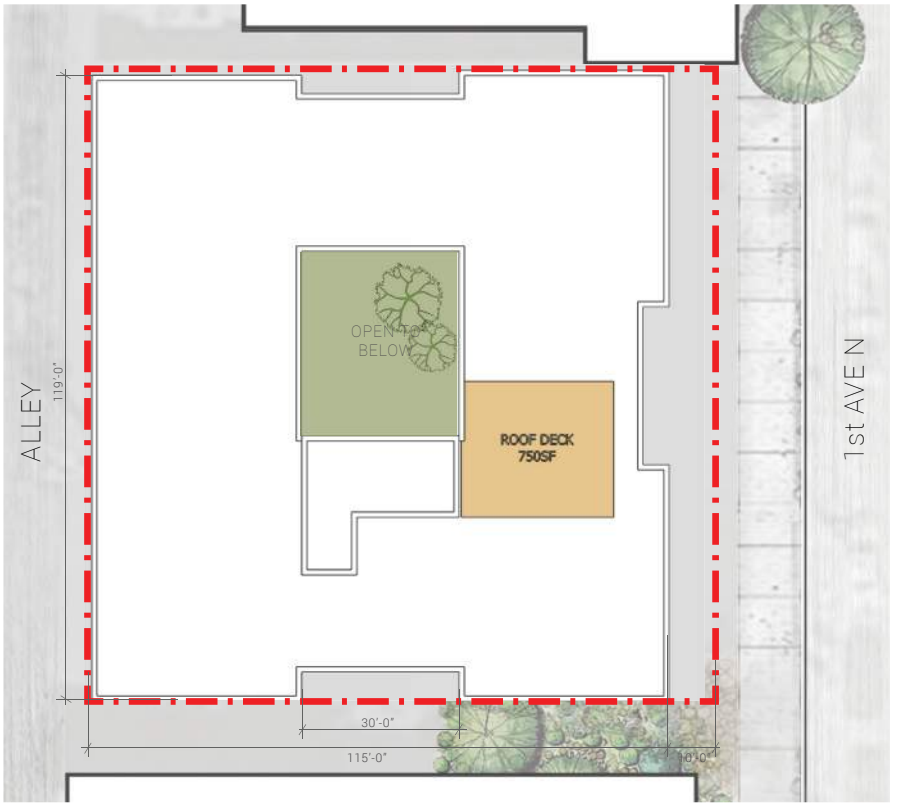


LEVEL L2 - L4 PLAN DIAGRAM (N.T.S.)



LEVEL L5 - L6 PLAN DIAGRAM (N.T.S.)

*LEVEL L7 - L8 SIMILAR



LEVEL ROOF PLAN DIAGRAM (N.T.S.)

DESIGN PROPOSAL

OPTION 1: CENTRAL COURTYARD - SUN / SHADOW ANALYSIS

- Building Shadow Outline
- New Shadows (Only)

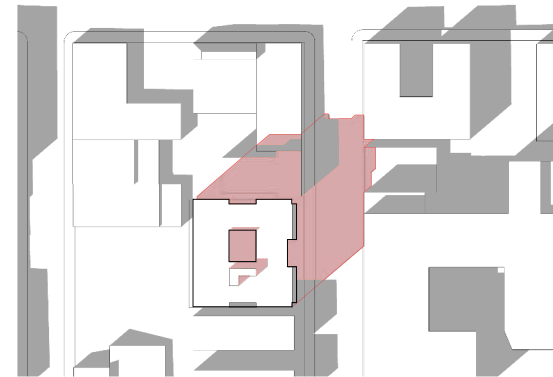
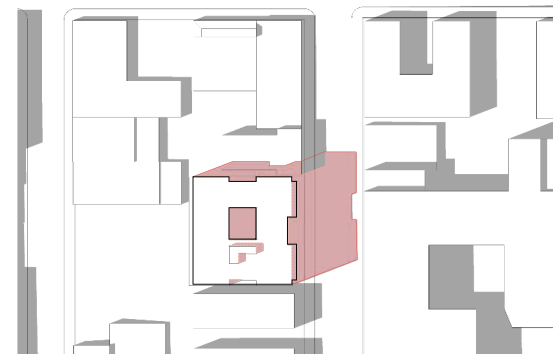
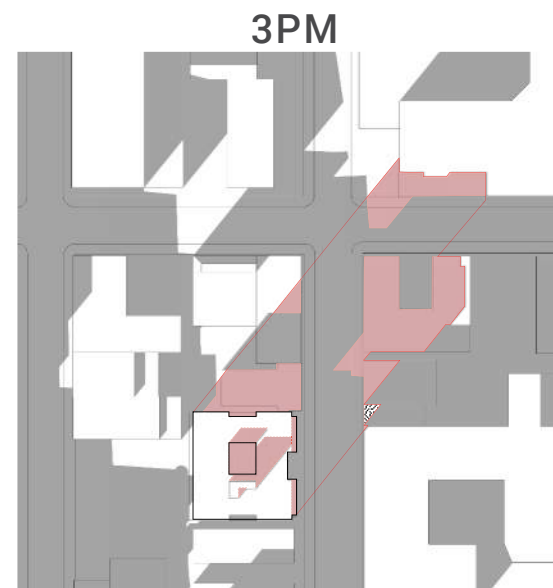
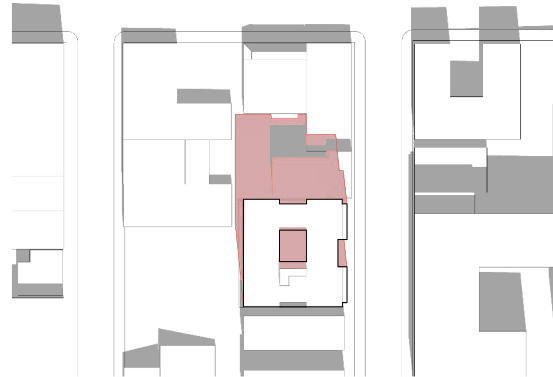
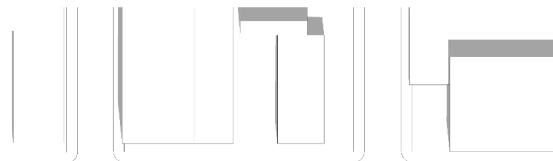
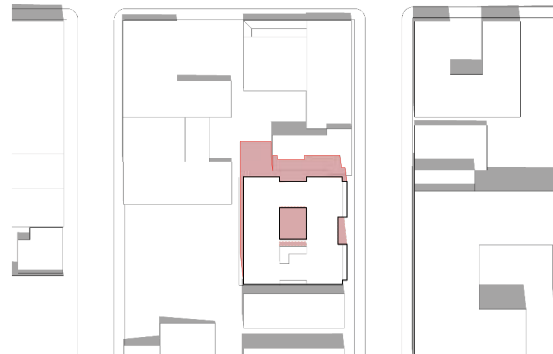
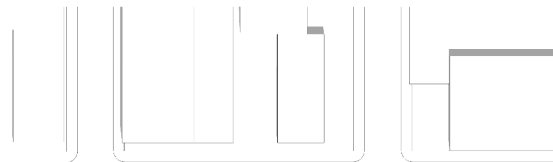
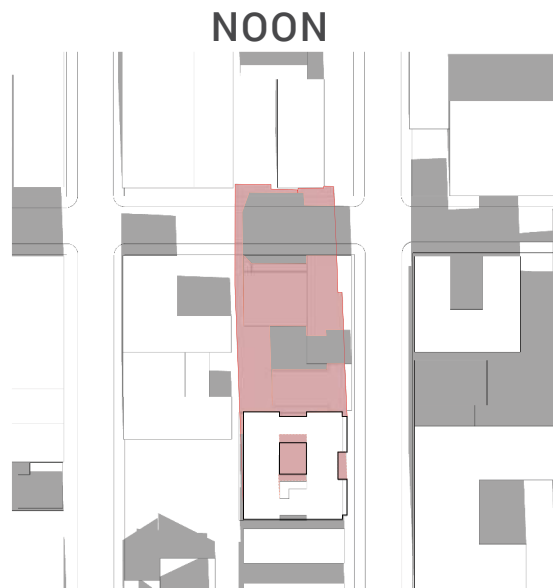
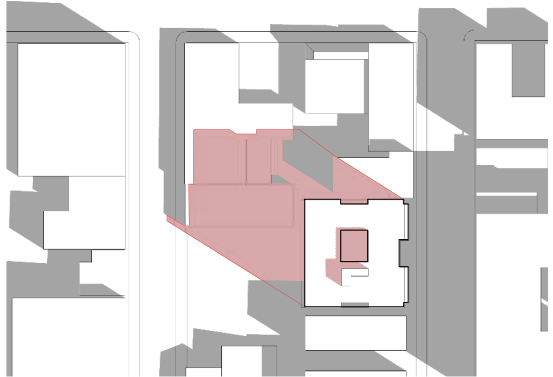
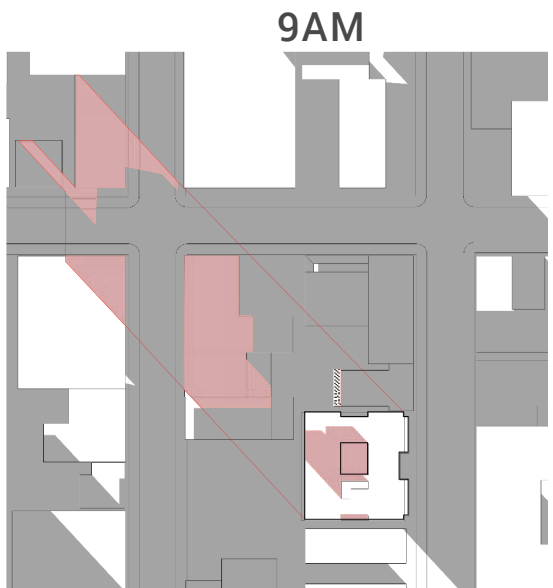
WINTER SOLSTICE - *DECEMBER*



SUMMER SOLSTICE - *JUNE*



EQUINOX - *MARCH*



Page left intentionally blank

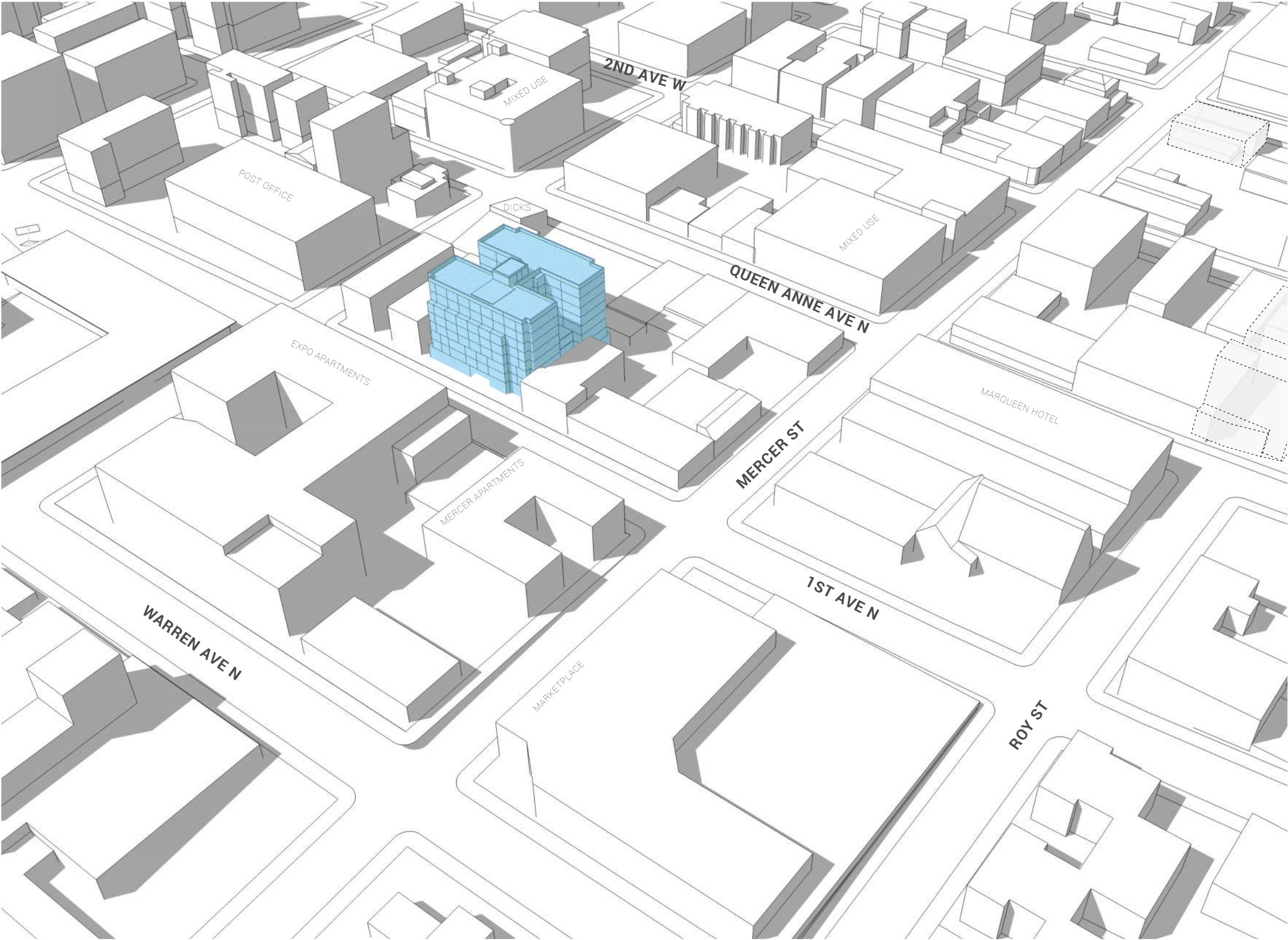
DESIGN PROPOSAL

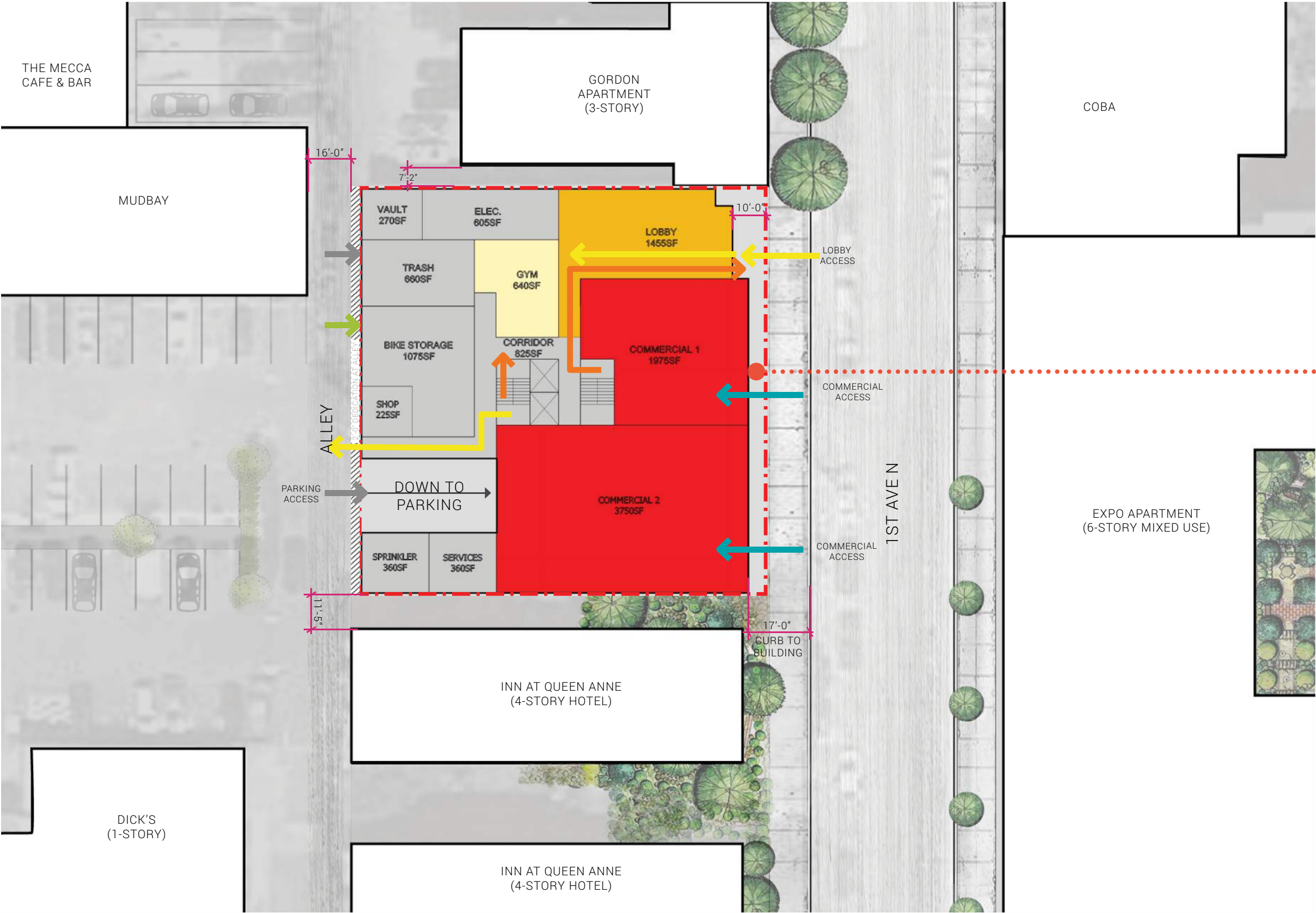
OPTION 2: NORTH-SOUTH COURTYARD - CONTEXT

FAR: 5.25
GSF TOTAL: 100,799 SF
GFA TOTAL: 75,548 SF
UNITS/PARKING COUNT: 125 units, 31 parking stalls
CODE COMPLIANT

- PROS**
- 1. Scale of the building in context with structures to the north, east, and proposed surrounding projects
 - 2. Largest roof deck area provided
 - 3. North and south courtyards at Level 4
 - 4. Two large commercial space allows more tenant options

- CONS**
- 1. Northern and southern blank facades
 - 2. Northern residential lobby not as efficient





COMMERCIAL ENTRY

Large commercial spaces at the ground level to promote human interaction.

PLAN DIAGRAM LEGEND

- COMMERCIAL
- RESIDENTIAL
- BIKE ENTRY
- PARKING / SERVICE USES
- EGRESS PATH



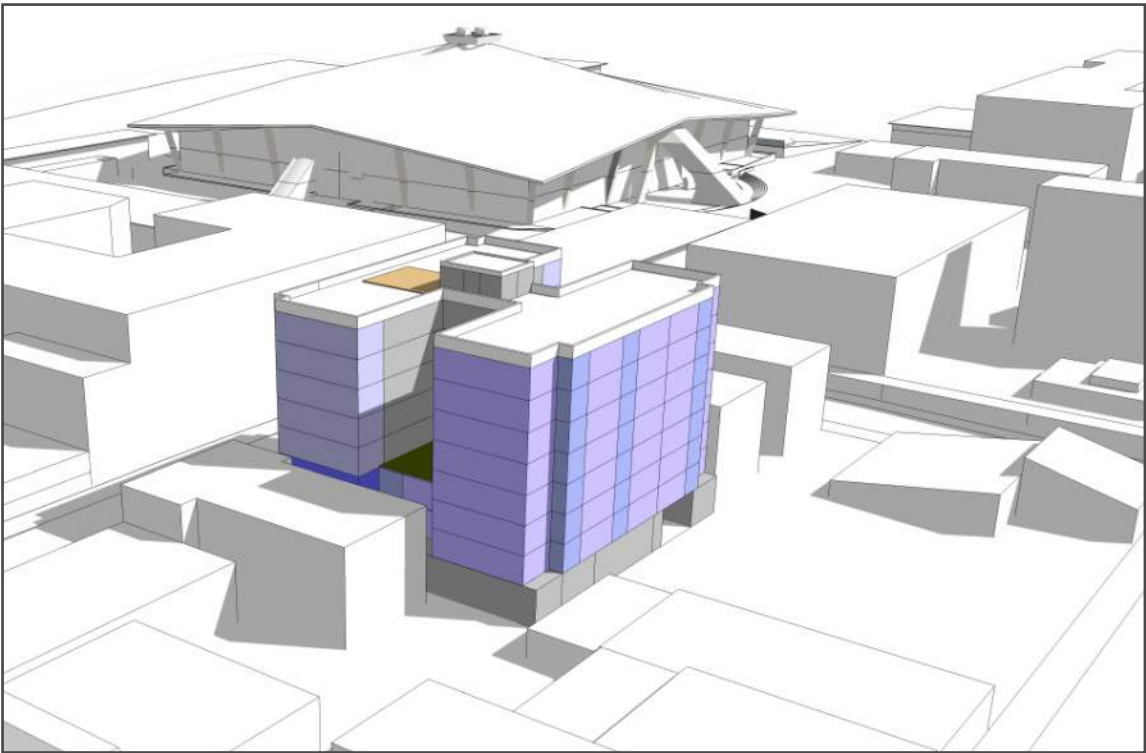
DESIGN PROPOSAL

OPTION 2: NORTH-SOUTH COURTYARD - DATA

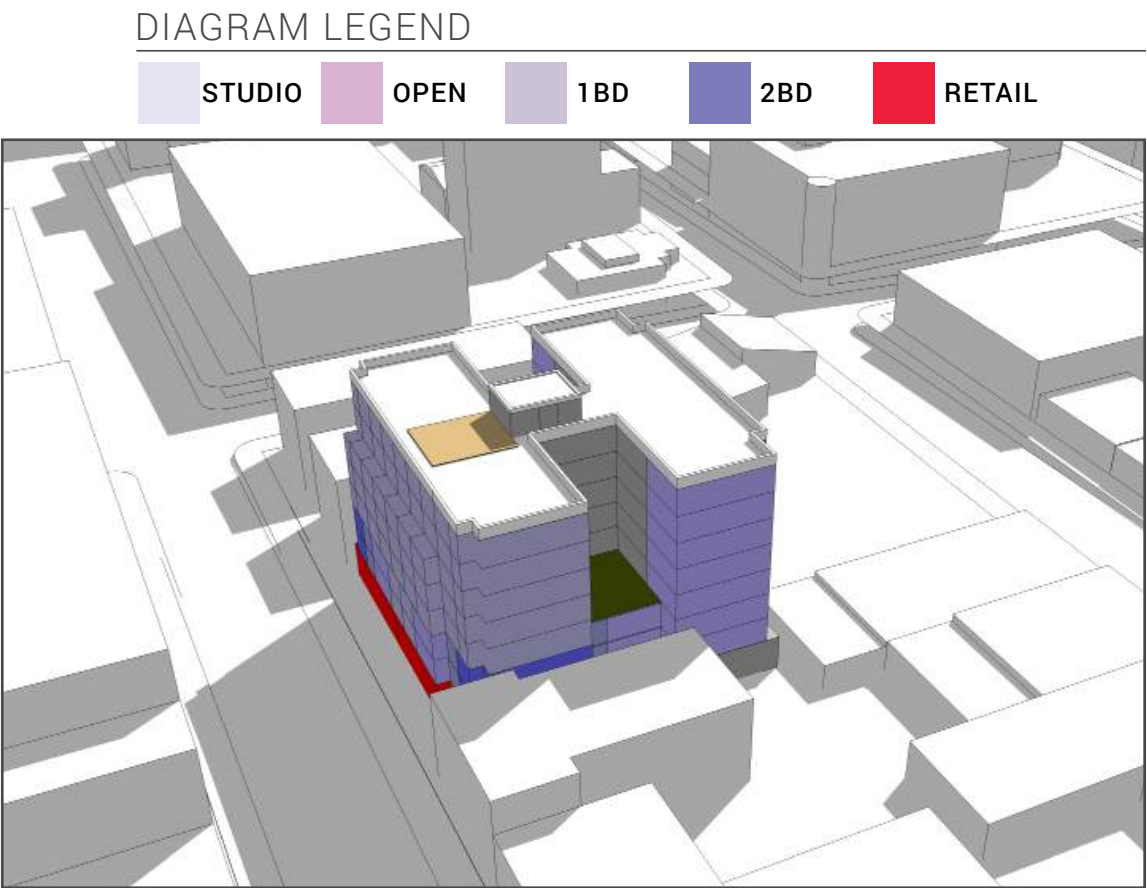
SITE AREA	14,400
Allowable FAR	
SM-UP 85	5.25 75,600
GSF TOTAL	100,799
FAR TOTAL	5.25 75,548 ^{1,2}
¹ GROUND FLOOR COMMERCIAL AND BASEMENT AREA NOT COUNTED TOWARDS FAR PER SMC 23.48.720.C	
² STREET LEVEL USES IDENTIFIED IN SUBSECTION 23.48.005.D THAT MEET THE DEVELOPMENT STANDARDS OF SUBSECTION 23.48.040.C ARE EXEMPT FROM FAR	
³ OPTION WITH AN EXTERIOR CORRIDOR NOT INCLUDED TOWARDS FAR	
BASE - B1	14,234 ¹
L1	11,966 ^{1,2}
L2	12,282
L3	12,282
L4	10,098
L5	10,098
L6	10,098
L7	9,663
L8	9,663
ROOF	415
COMMERCIAL	5,725 ^{1,2}
COMMERCIAL 1	1,975
COMMERCIAL 2	3,750
PARKING	31
Standard	19
Compact	11
Accessible	1
Motorcycle	7
BIKE STORAGE	1,075
TRASH/MECH.	660
SPRINKLER	360
RESIDENTIAL LOBBY	1,455
GYM	640
COURTYARD AMENITY	1,215
RESIDENTIAL UNITS	125
STUDIO (405-520 sf)	49
OPEN-1 (530-570 sf)	29
1BD (480-630 sf)	43
2BD (655-720 sf)	4



SOUTHEAST STREET VIEW



NORTHWEST AERIAL



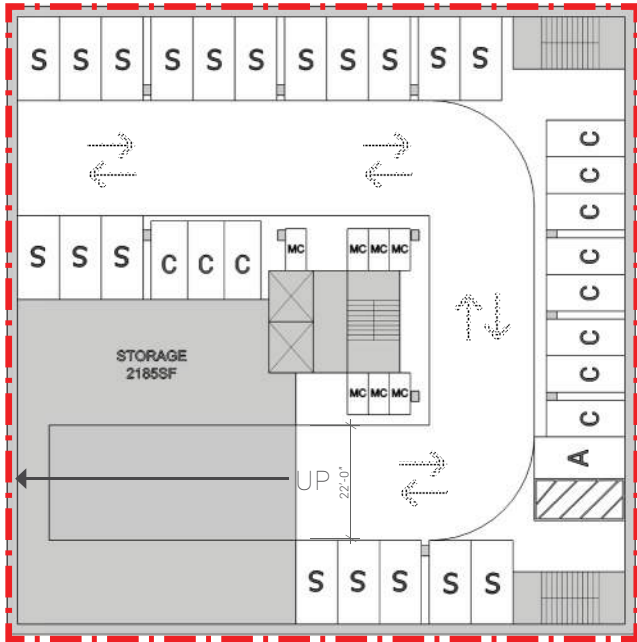
NORTHEAST AERIAL



SOUTHWEST AERIAL

DESIGN PROPOSAL

OPTION 2: NORTH-SOUTH COURTYARD - FLOOR PLANS



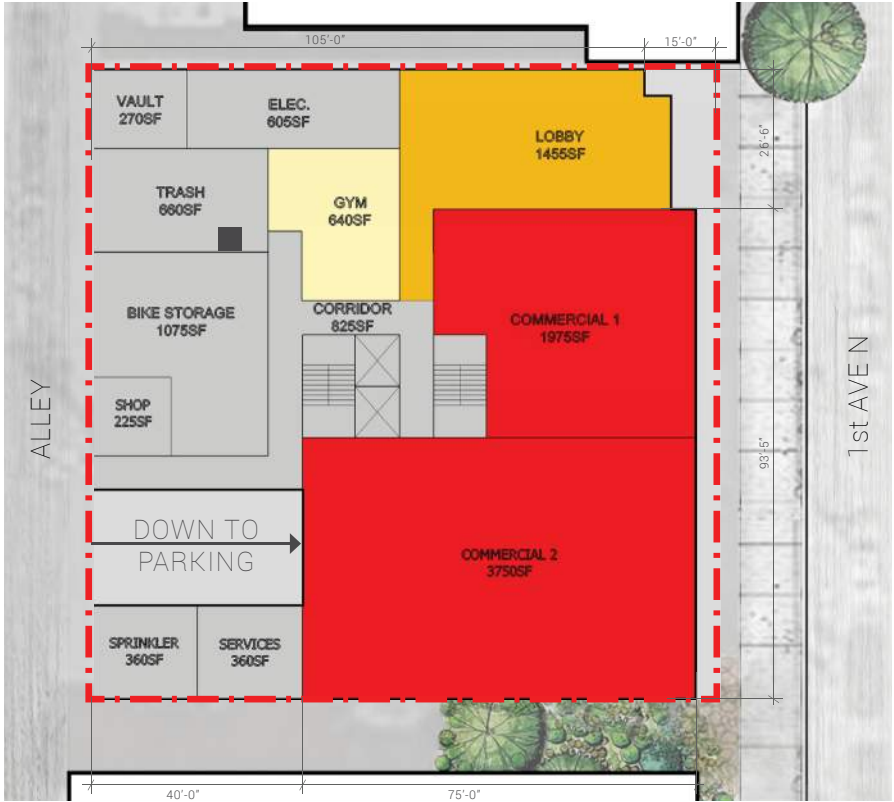
BASEMENT PLAN DIAGRAM (N.T.S.)

UNIT MIX

	L2	L3	L4	L5	L6	L7	L8	TOTAL	%
STUDIO (405-520 sf)	2	2	9	9	9	9	9	49	39%
OPEN-1 (530-570 sf)	7	7	3	3	3	3	3	29	23%
1BD (480-630 sf)	9	9	5	5	5	5	5	43	34%
2BD (665-720 sf)	2	2	0	0	0	0	0	4	3%
TOTAL UNITS:	20	20	17	17	17	17	17	125	

PLAN DIAGRAM LEGEND

- COMMERCIAL
- RESIDENTIAL
- BIKE ENTRY
- PARKING / SERVICE USES
- 2 BD
- OPEN-1
- 1 BD
- STUDIO
- L/W



GROUND LEVEL PLAN DIAGRAM (N.T.S.)

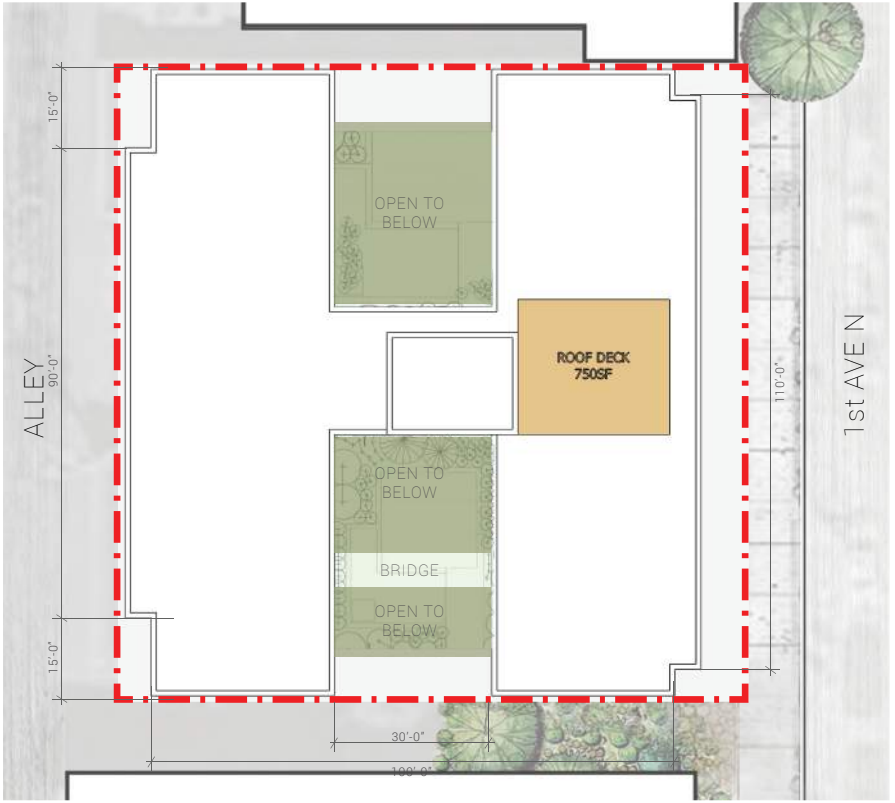


LEVEL L2 - L3 PLAN DIAGRAM (N.T.S.)



LEVEL L4 - COURTYARD PLAN DIAGRAM (N.T.S.)

*LEVEL L5 - L8 SIMILAR



LEVEL 8 PLAN DIAGRAM (N.T.S.)

DESIGN PROPOSAL

OPTION 2: NORTH-SOUTH COURTYARD - SUN / SHADOW ANALYSIS

- Building Shadow Outline
- New Shadows (Only)

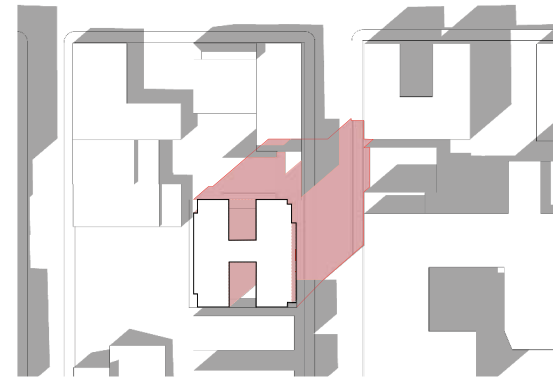
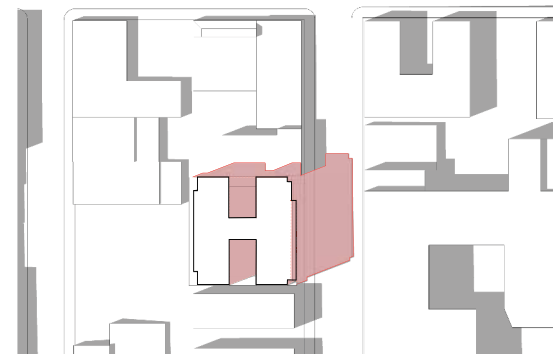
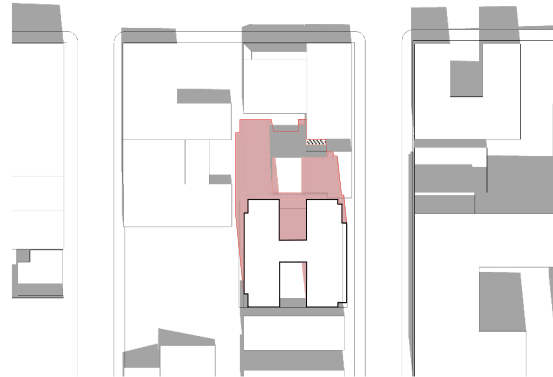
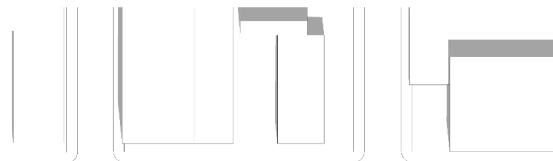
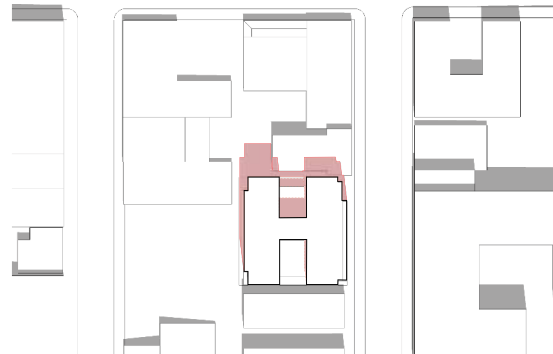
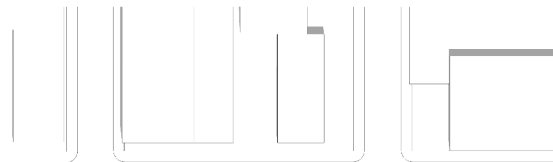
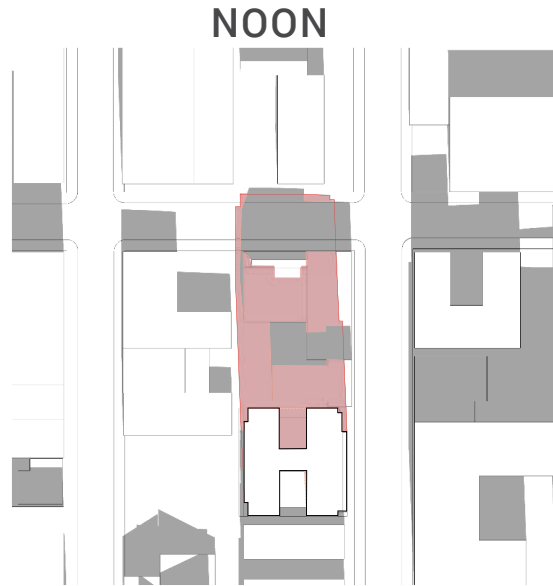
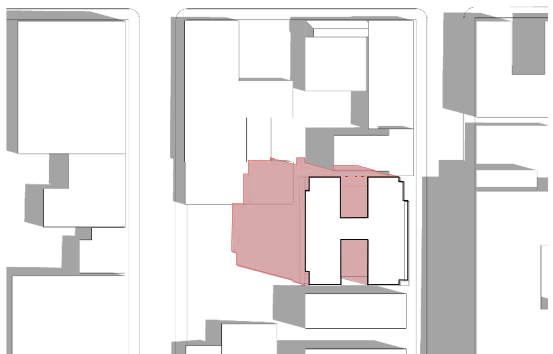
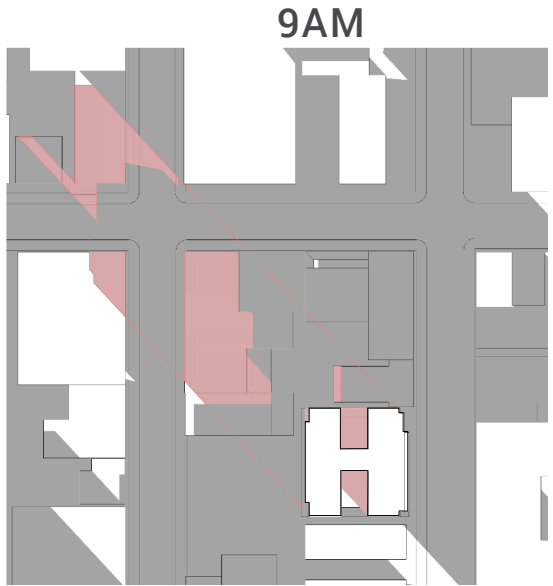
WINTER SOLSTICE - *DECEMBER*



SUMMER SOLSTICE - *JUNE*



EQUINOX - *MARCH*



Page left intentionally blank

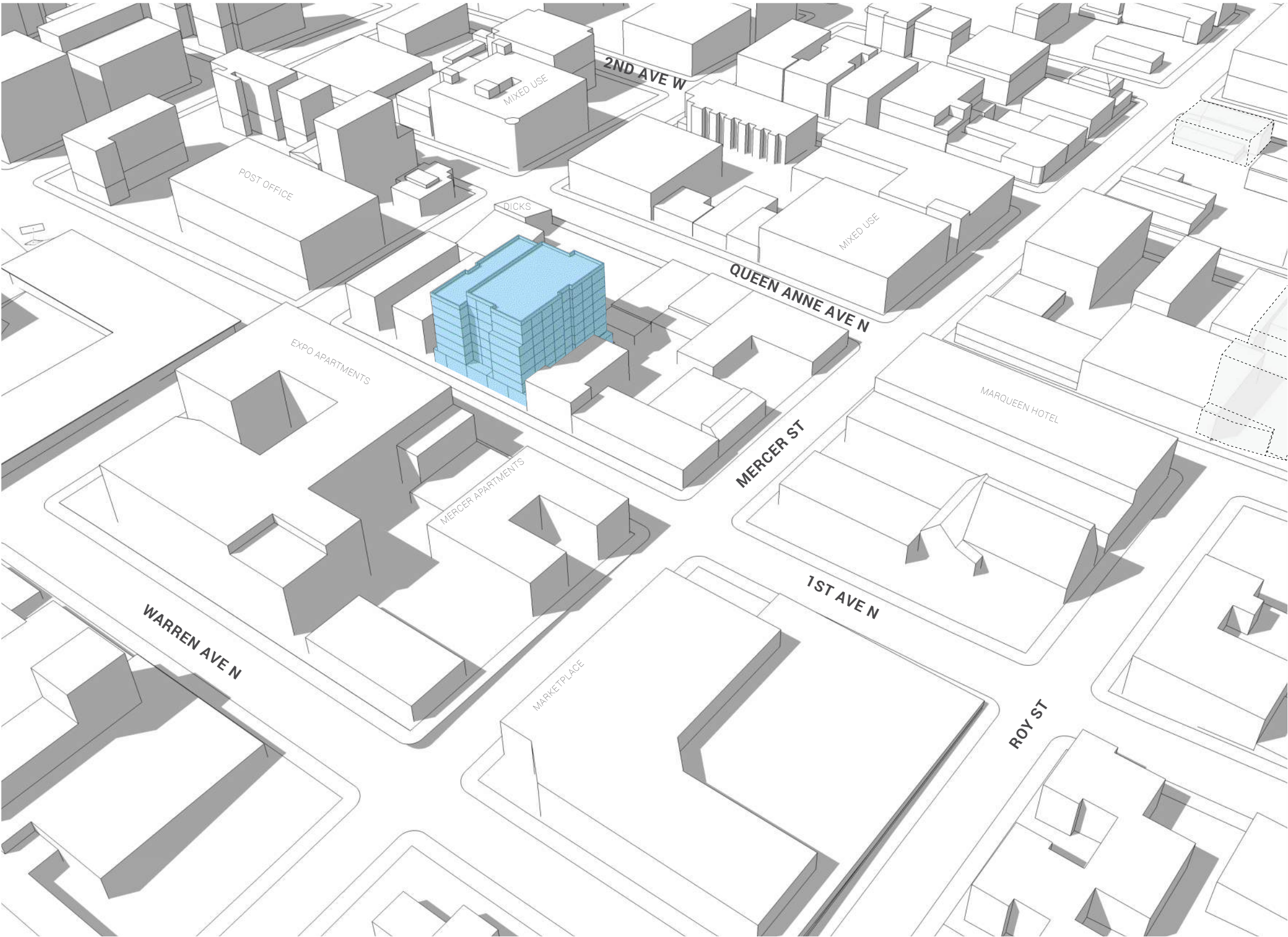
DESIGN PROPOSAL

OPTION 3 (PREFFERED): MID BLOCK CONNECTION - CONTEXT

FAR: 5.20
GSF TOTAL: 99,678 SF
GFA TOTAL: 74,935 SF
UNITS/PARKING COUNT: 134 units, 31 parking stalls
CODE COMPLIANT

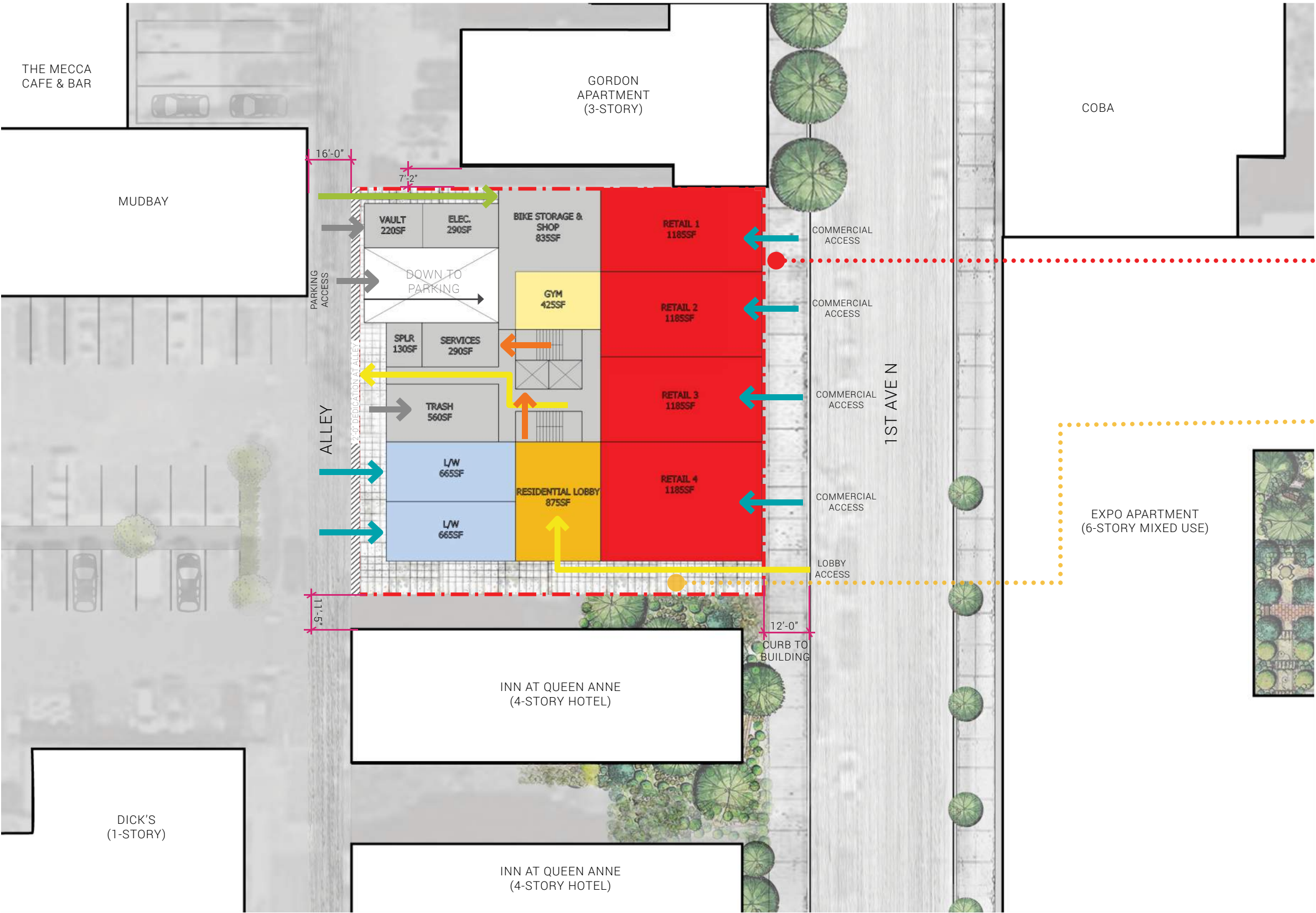
- PROS**
- 1. North and south wall setbacks allows for punched openings
 - 2. Largest commercial space provided
 - 3. Optimizes roof top amenity
 - 4. Two live-work units provided facing alley help activate and promote active, customer-oriented retail storefronts at street level

- CONS**
- 1. Partial building setback at 1st Avenue



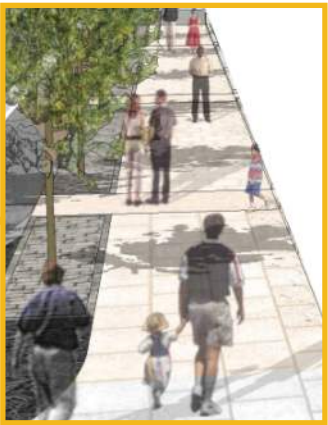
DESIGN PROPOSAL

OPTION 3 (PREFFERED) : MID BLOCK CONNECTION - SITE PLAN



RETAIL SPACES

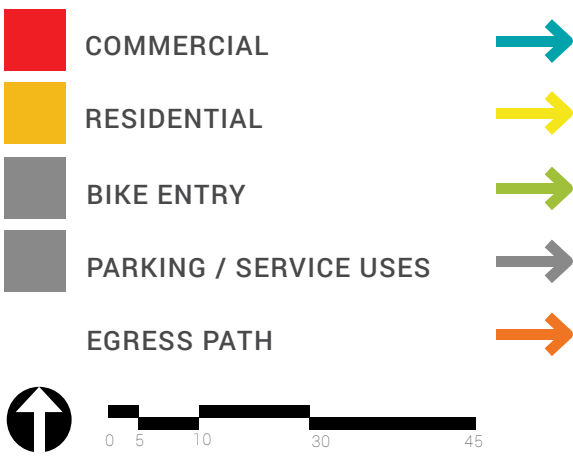
Pedestrian amenities on the ground level provides opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site.



WALKWAY

A connector path between the 1st Avenue and the alley provides the public accessibility to the amenities on the street level.

PLAN DIAGRAM LEGEND



DESIGN PROPOSAL

OPTION 3 (PREFFERED): MID BLOCK CONNECTION - DATA

SITE AREA	14,400
Allowable FAR	
SM-UP 85	5.25 75,600
GSF TOTAL	99,678
FAR TOTAL	5.20 74,935 ^{1,2}

¹ GROUND FLOOR COMMERCIAL AND BASEMENT AREA NOT COUNTED TOWARDS FAR PER SMC 23.48.720.C

² STREET LEVEL USES IDENTIFIED IN SUBSECTION 23.48.005.D THAT MEET THE DEVELOPMENT STANDARDS OF SUBSECTION 23.48.040.C ARE EXEMPT FROM FAR

³OPTION WITH AN EXTERIOR CORRIDOR NOT INCLUDED TOWARDS FAR

BASE - B1	14,234 ¹
L1	11,030 ^{1,2}
L2	11,260
L3	11,260
L4	11,260
L5	11,260
L6	11,260
L7	11,084
L8	7,030
ROOF	

COMMERCIAL	5,217 ^{1,2}
COMMERCIAL 1	1,185
COMMERCIAL 2	1,185
COMMERCIAL 3	1,185
COMMERCIAL 4	1,662

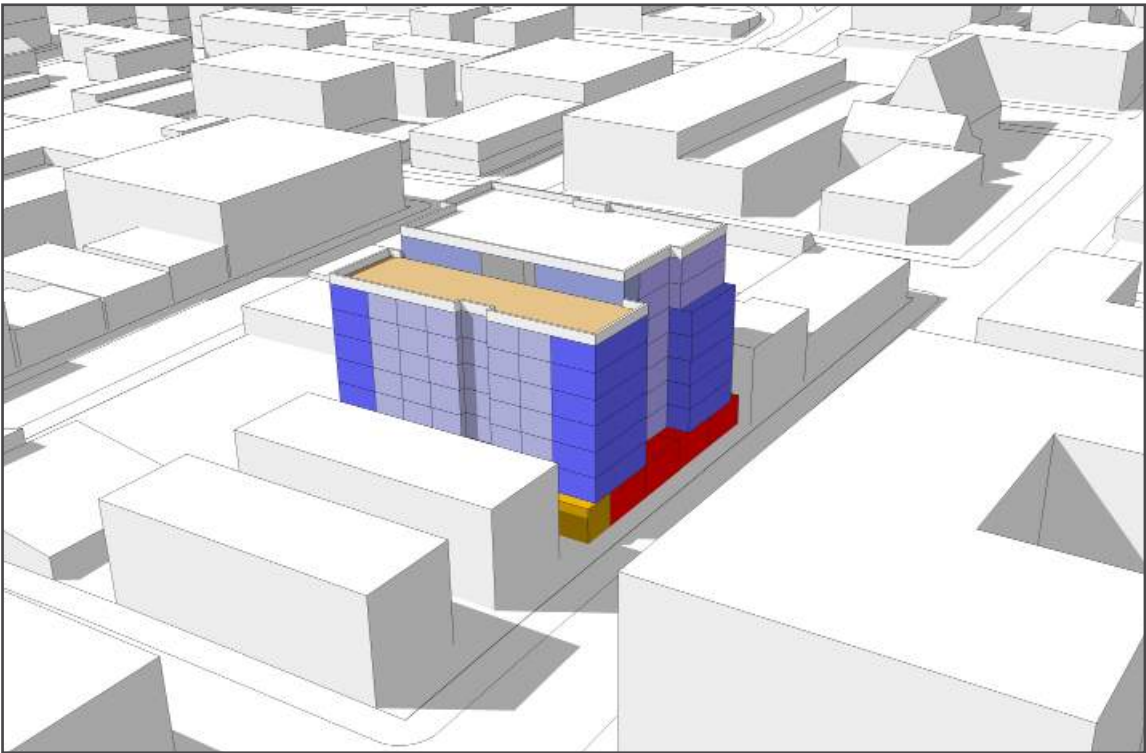
PARKING	31
Standard	16
Compact	14
Accessible	1
Motorcycle	8

BIKE STORAGE	970
TRASH/MECH.	550
RESIDENTIAL LOBBY	875
RESIDENTIAL AMENITY	1,005
COURTYARD AMENITY	1,442

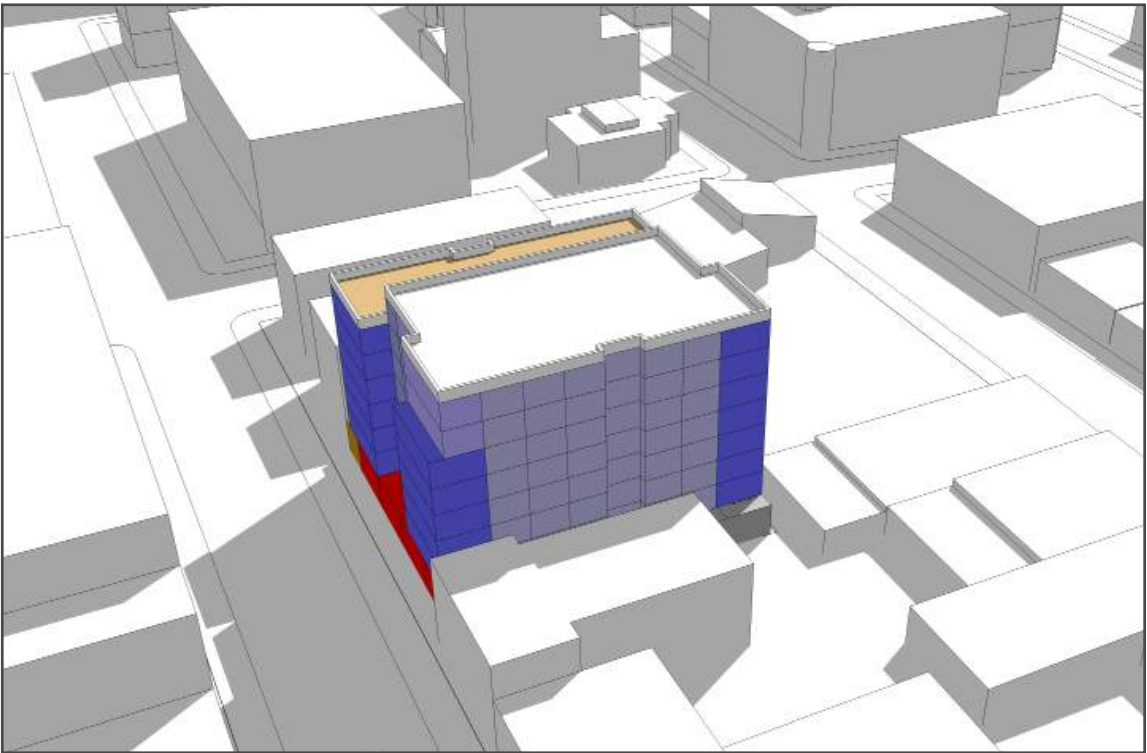
RESIDENTIAL UNITS	134
STUDIO (360-405 sf)	78
OPEN-1 (625 sf)	14
1BD (480-625 sf)	16
2BD (655 sf)	24
L/W (665 sf)	2

DIAGRAM LEGEND

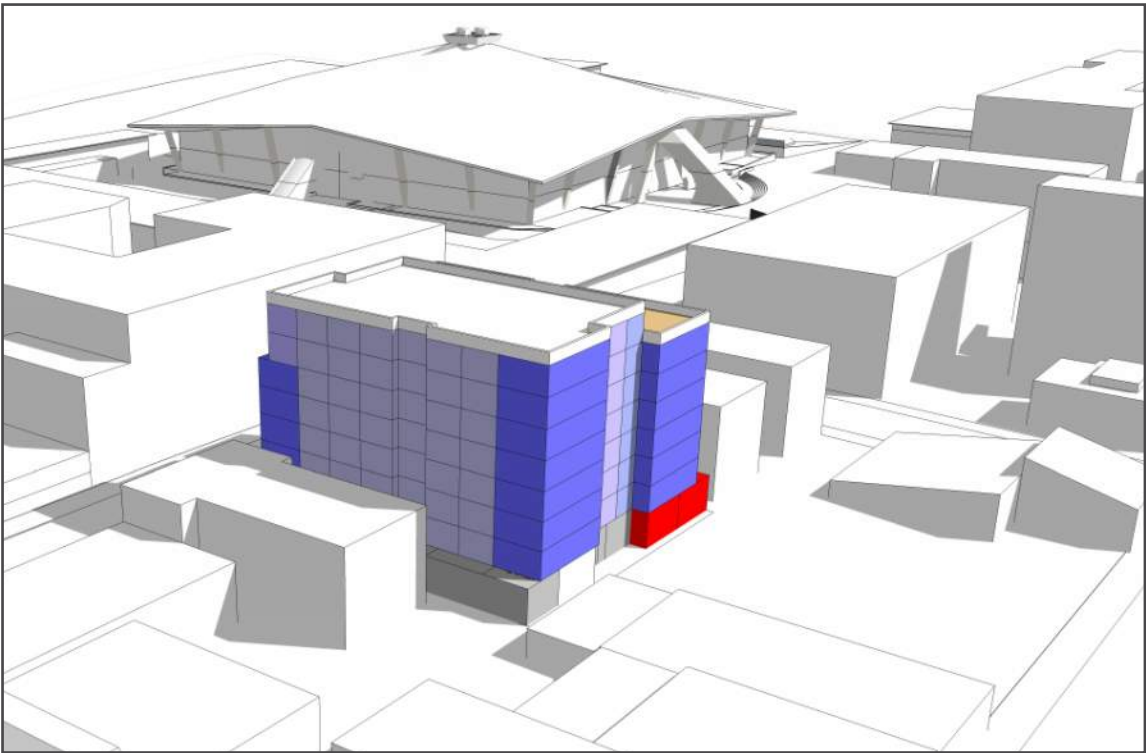
STUDIO	OPEN	1BD	2BD	RETAIL
--------	------	-----	-----	--------



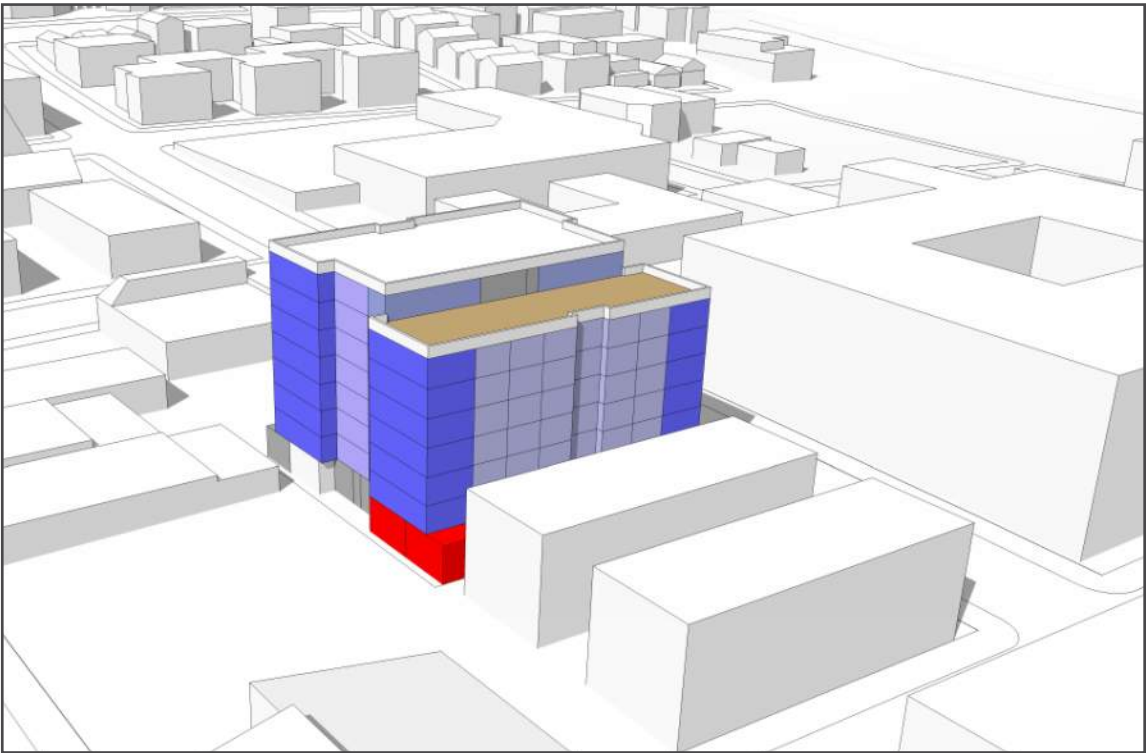
SOUTHEAST STREET VIEW



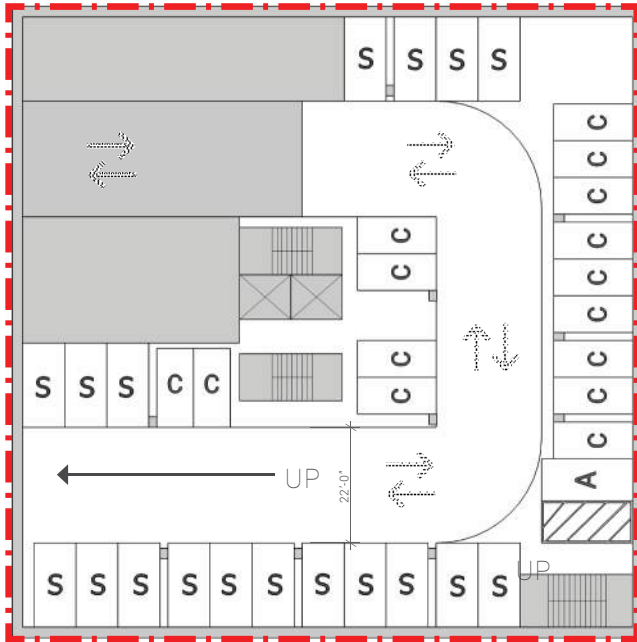
NORTHEAST AERIAL



NORTHWEST AERIAL



SOUTHWEST AERIAL



BASEMENT PLAN DIAGRAM (N.T.S.)

UNIT MIX

Option 3: C-SCHEME

	L2	L3	L4	L5	L6	L7	L8	TOTAL	%
STUDIO (360-405 sf)	12	12	12	12	12	12	6	78	58%
OPEN-1 (625sf)	2	2	2	2	2	2	2	14	10%
1BD (480-625 sf)	2	2	2	2	2	3	3	16	12%
2BD (655sf)	4	4	4	4	4	3	1	24	18%
L/W (665sf)	2	0	0	0	0	0	0	2	18%
TOTAL UNITS:	22	20	20	20	20	20	12	134	

PLAN DIAGRAM LEGEND

- COMMERCIAL
- RESIDENTIAL
- BIKE ENTRY
- PARKING / SERVICE USES
- 2 BD
- OPEN-1
- 1 BD
- STUDIO
- L/W



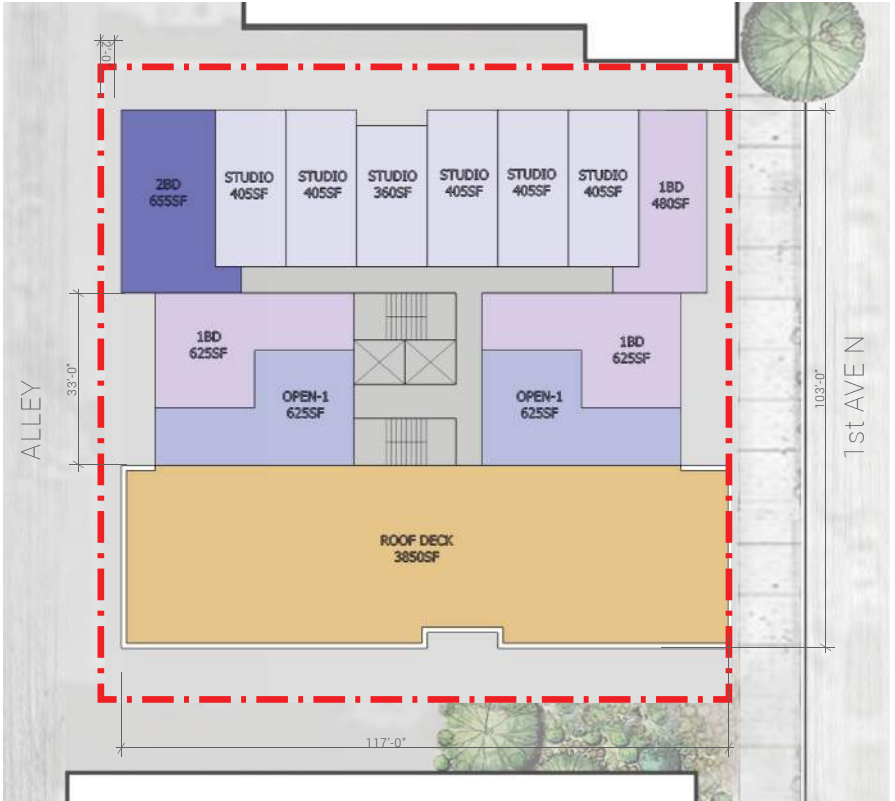
GROUND LEVEL PLAN DIAGRAM (N.T.S.)



LEVEL L2-L6 PLAN DIAGRAM (N.T.S.)



LEVEL L7 PLAN DIAGRAM (N.T.S.)



LEVEL 8-ROOF PLAN DIAGRAM (N.T.S.)

DESIGN PROPOSAL

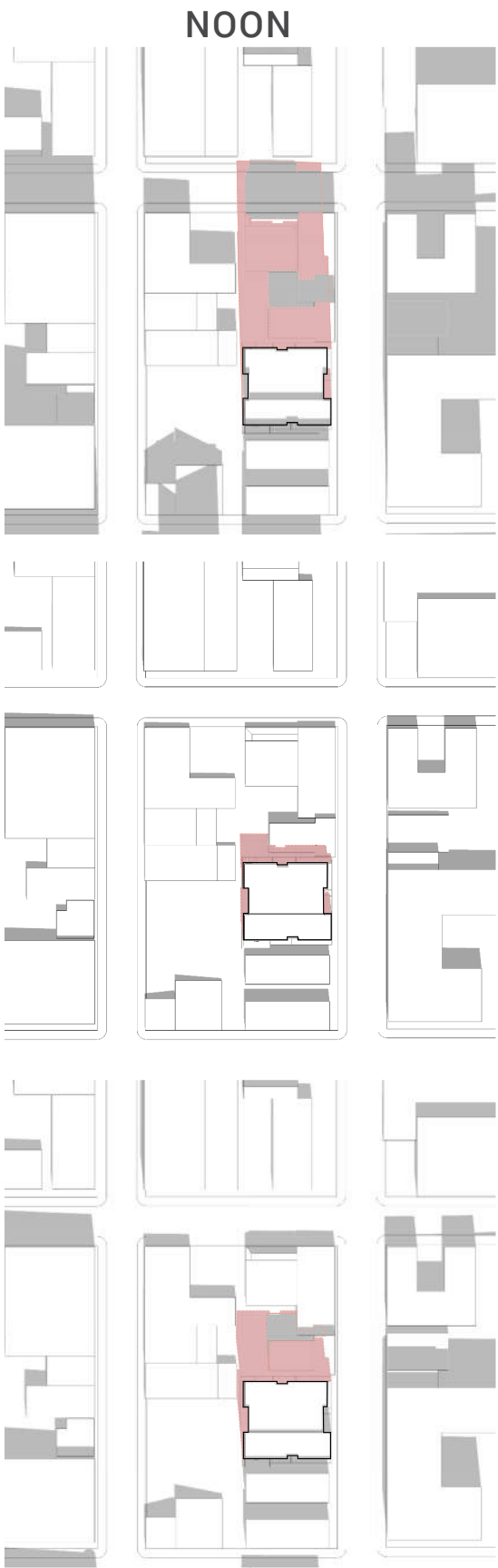
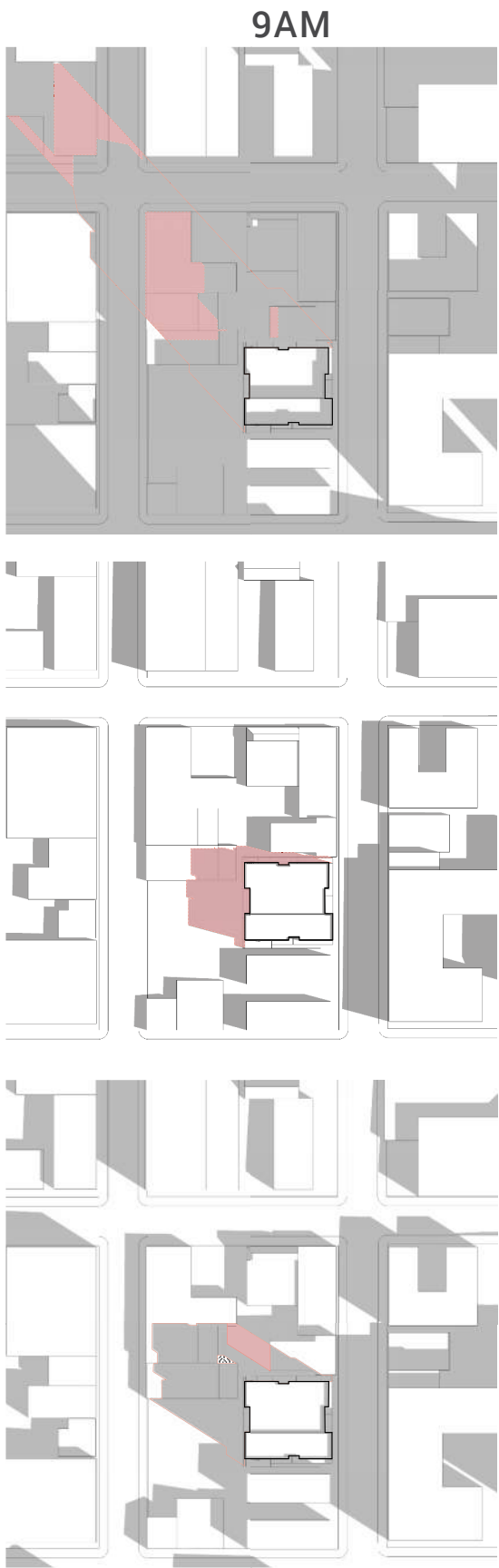
OPTION 3 (PREFFERED): MID BLOCK CONNECTION - SUN / SHADOW ANALYSIS

- Building Shadow Outline
- New Shadows (Only)

WINTER SOLSTICE - *DECEMBER* 

SUMMER SOLSTICE - *JUNE* 

EQUINOX - *MARCH* 





Metal Panel with varied balconies.



Cast in place concrete with exposed form ties



Cementitious Panel




Masonry with Multiple Bays




Blackened steel awnings and dark bronze store fronts with clerestory windows above awnings

DESIGN PROPOSAL DEVELOPMENT

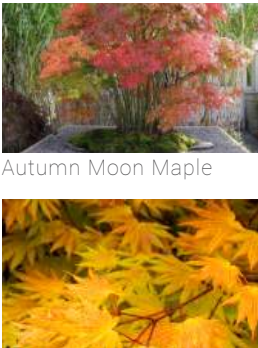
OPTION 3 (PREFFERED): MID BLOCK CONNECTOR - LANDSCAPE CONCEPT PLAN + PALETTE



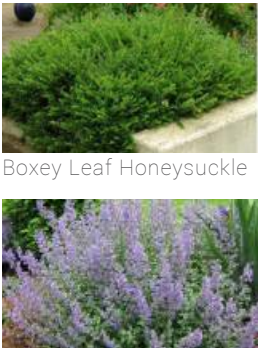
Japanese Stewartia




Athena Elm




Autumn Moon Maple




Boxey Leaf Honeysuckle




Armless + Backless Bench




Greenwall Stainless Cable System



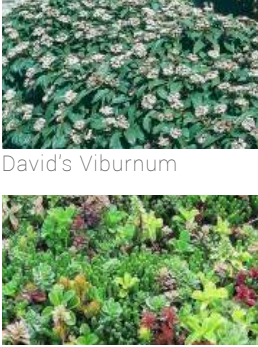
Boston Ivy




Russian Sage



Japanese Forest Grass



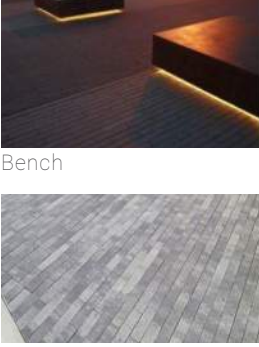
Roof Garden




Common Heather




Midwinter Fire Dogwood



Plank Pavers

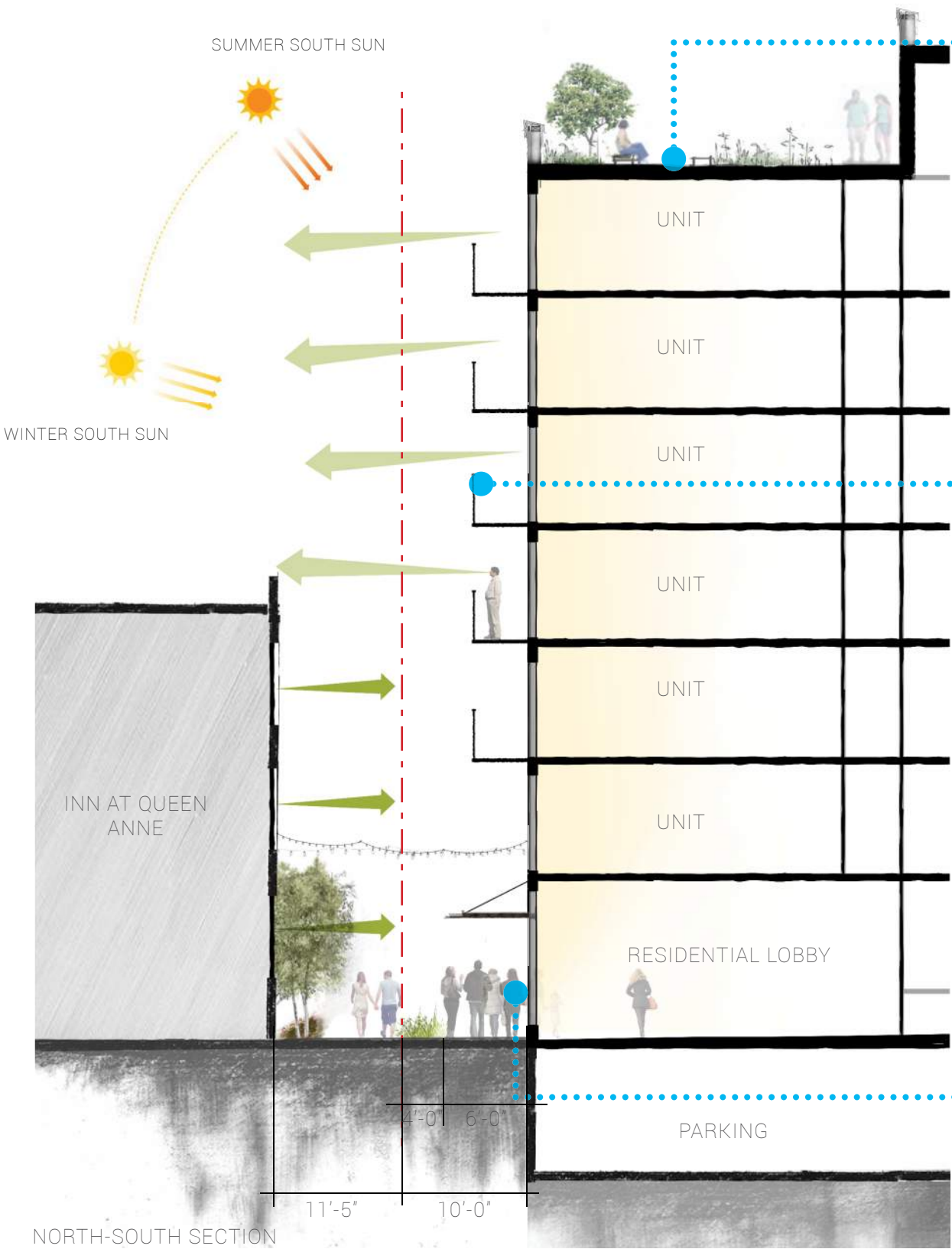


Tree Grate



Pathlight





CONNECTIVITY

An enhanced well-being by providing connections to nature, sunlight, and optimum views of the surrounding Queen Anne neighborhood.

OPEN SPACES

A setback along the south allows for an additional outdoor open space that wraps around from 1st Ave. This will enhance and create a continuous flow and circulation of pedestrian traffic. As a walkway and connector from the avenue to the alley, it allows for the alley to open up and have a stronger connection to the avenue creating a great opportunity to enliven the area and attract interest and interaction with the site.

DESIGN PROPOSAL DEVELOPMENT

OPTION 3 (PREFFERED): MID BLOCK CONNECTOR - RELATIONSHIP TO ADJACENT PROPERTY

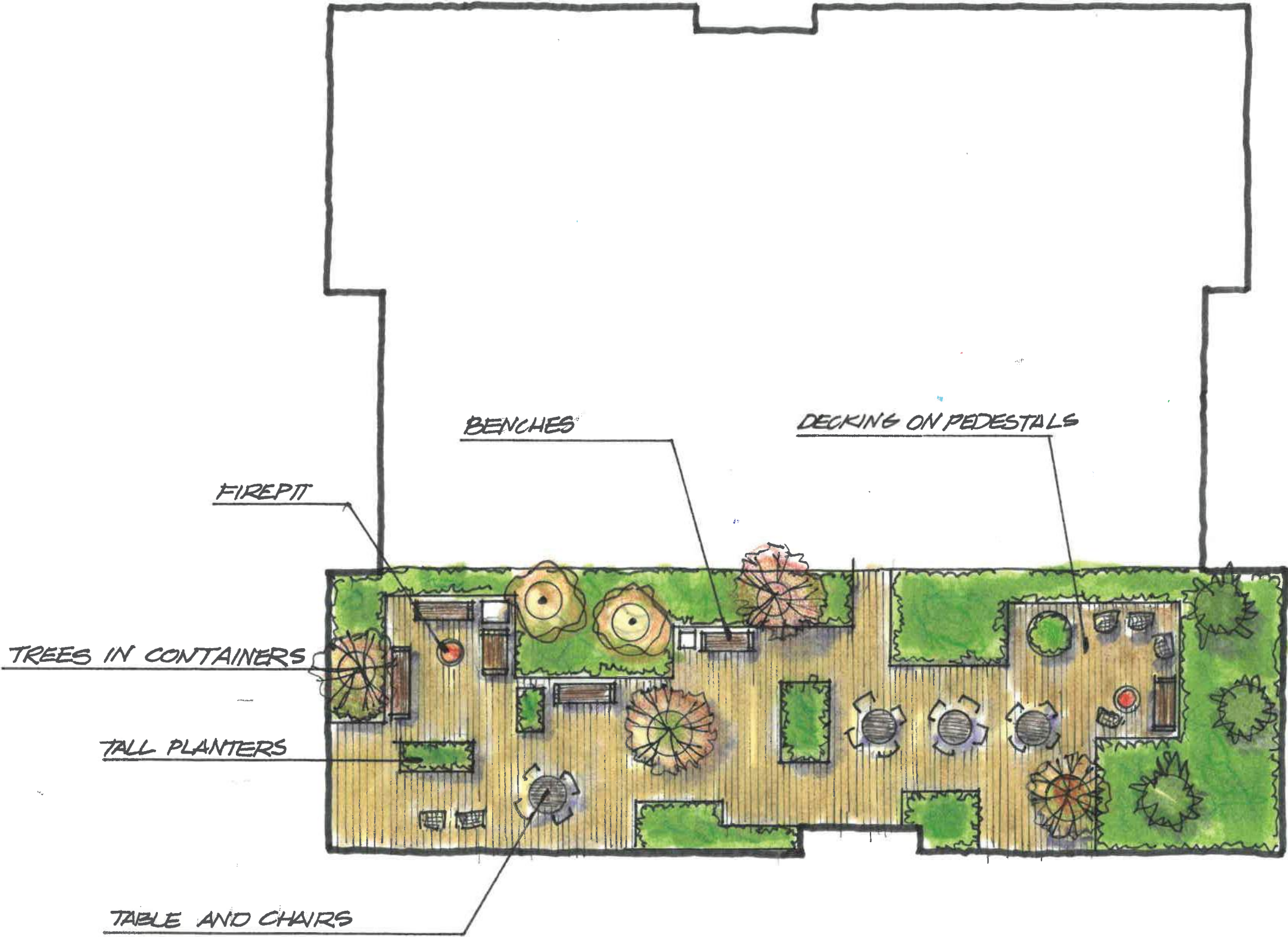


MAINTAIN EXISTING
LARGE CEDAR

SCULPTURAL ELEMANTS
AND WATER FEATURES
JUSTIFIED TO PROPERTY
LINE.

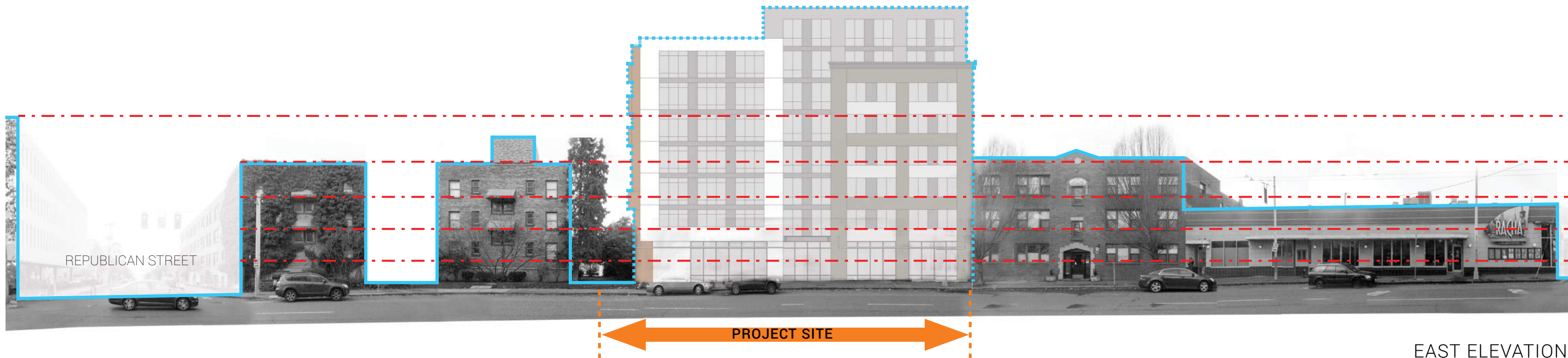
PLANTING BUFFER
TO SEPERATE
PEDESTRIANS FROM
BUILDING EDGE

ADDITIONAL TREES AND
RAISED PLANTER TO
PROVIDE SCREENING AND
SEPARATION

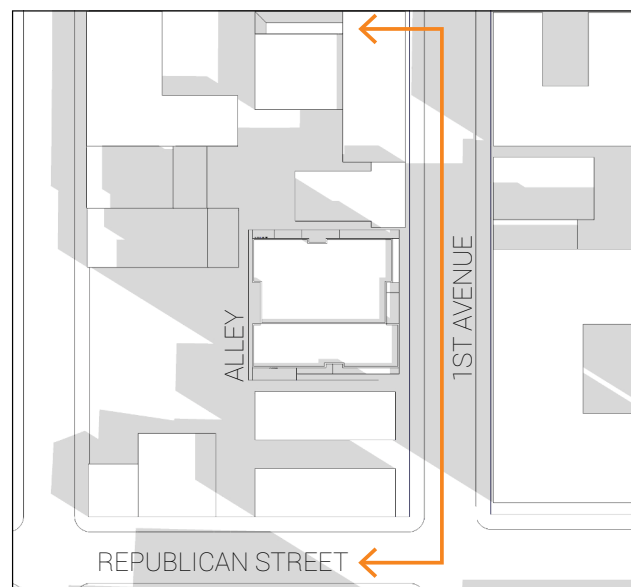


DESIGN PROPOSAL DEVELOPMENT

OPTION 3 (PREFERRED): MID BLOCK CONNECTOR - SITE ELEVATION



EAST ELEVATION
(N.T.S.)



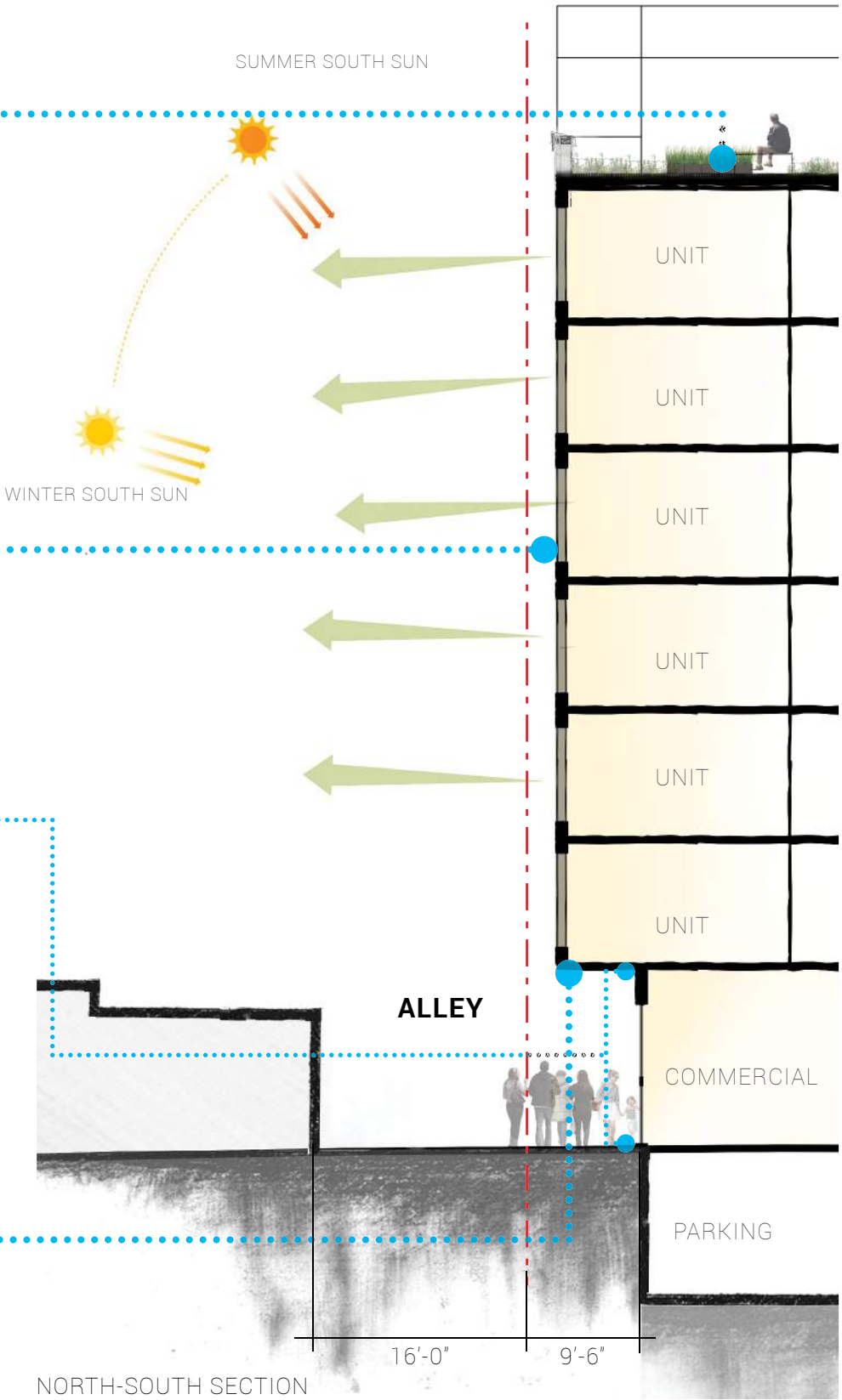
CONNECTIVITY

An enhanced well-being by providing connections to nature, sunlight, and optimum views of the surrounding Queen Anne neighborhood.

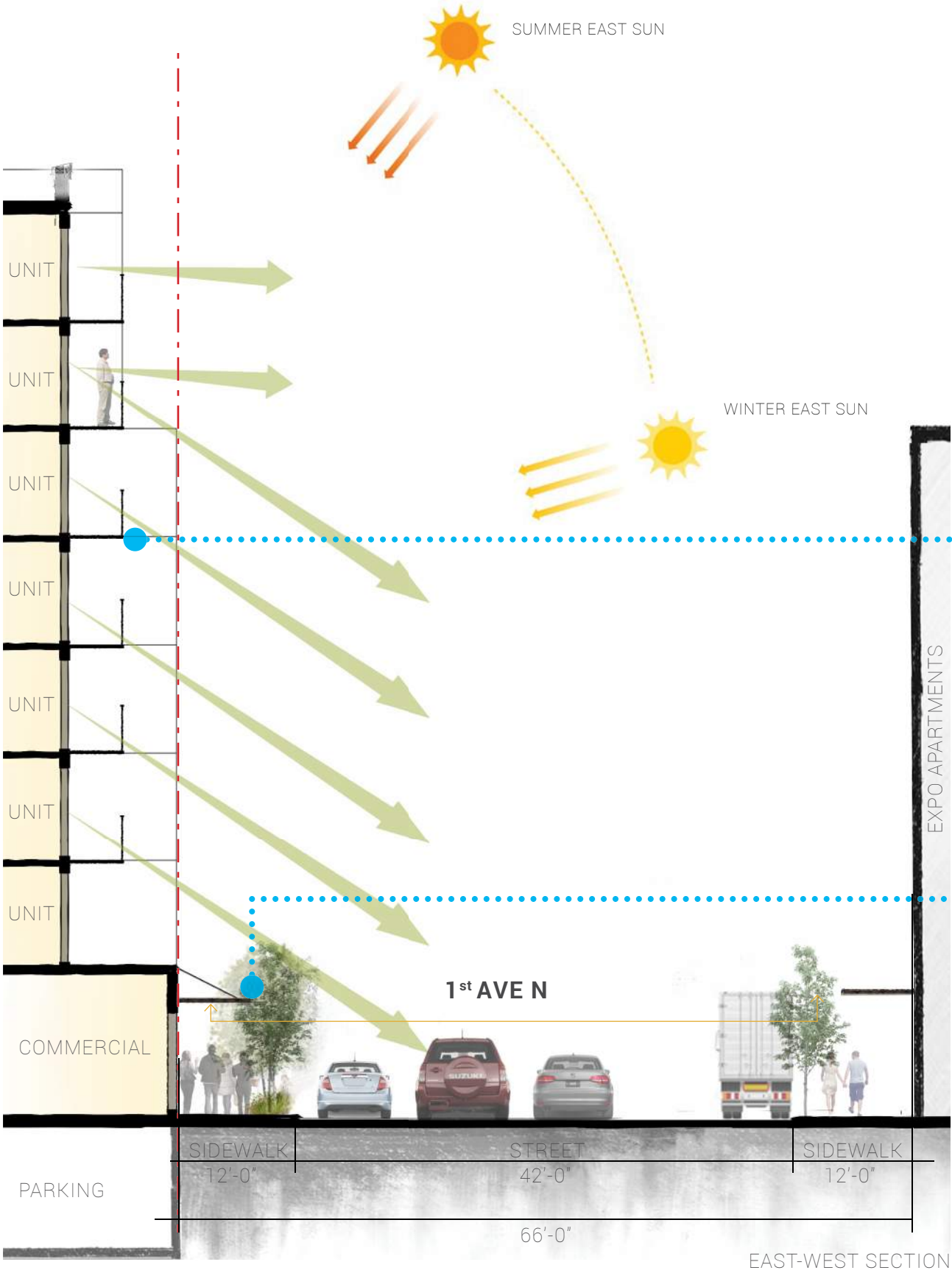


OPEN SPACES

A setback along the south allows for an additional outdoor open space that wraps around from 1st Ave N. This will enhance and create a continuous flow and circulation of pedestrian traffic. As a walkway and connector from the avenue to the alley, it allows for the alley to open up and have a stronger connection to the avenue creating a great opportunity to enliven the area and attract interest and interaction with the site.



DESIGN PROPOSAL DEVELOPMENT
OPTION 3 (PREFERRED): MID BLOCK CONNECTOR - BUILDING SECTION AT 1ST AVE



CONNECTIVITY
An enhanced well-being by providing connections to nature, sunlight, and optimum views of the surrounding Queen Anne neighborhood.



TRANSPARENCY
Commercial retail storefronts along First Ave North with glass facades and canopied entrances encourage activity, provide protection from the elements, and allow for visibility to and from the street.



Metal Panel with varied balconies



Cementitious Panel



Storefront, weather protection with overhead canopies protection

